

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 18.]

SATURDAY, MAY 5, 1866.

[WHOLE No. 1,568, VOL. XXXIX.]

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American Railroad Journal.

New York, Saturday, May 5, 1866.

Annual Report of the Superintendent of Buildings.

We have received the Annual Report of the Superintendent of Buildings in this city, for the year 1865, made to the Board of Supervisors in February last, a document of about 60 pages. It appears from this, that the office of Superintendent is a very busy one, 3,738 cases occurring for his inspection during the year; or in other words, requiring his attention, to see that the building regulations for the city are properly complied with. These regulations are at the same time precise and comprehensive, and after some years' testing, are found to be useful both to the capital and labor subjected to their control—to the interests of employer and employed. Builders and mechanics are said especially to approve of them.

This city is now among the largest in the world, and bids fair to become even still larger. It has peculiarities of its own, which are without resemblance elsewhere, being situated on an island, at the mouth of a long, navigable river, and on a bay of immense extent, great depth of water, and easy and immediate access from the sea in all seasons of the year. We do not remember another port in the world that will in all respects compare with New York. Yet its island area limits its

growth, and must affect the character of its architecture. It is long and narrow. Its greater axis must be constantly traversed by the principal part of its busy population to enable them to reach their place of business and residences, thus making time an important consideration, and giving to the street railway system, its support, as it has been its necessity. Thus it will be seen, that the largest extension and improvements of the city can only be in the one direction, where space is left for them, and the changes that have occurred within the last fifteen years in this respect are truly marvellous. From 14th street upwards, the construction of avenues and cross streets has been attended with the immediate erection of the most elegant and costly buildings, facades miles in extent, and they are still in progress. The prospect is, that the whole island will in fifteen years more be occupied in a similar style, with the Central Park as the principal centre of residences.

It is noticeable that of late years the style of architecture in this city has greatly improved. Compared with even the best houses in Broadway when it was the favorite residences of our principal people, the modern houses on the avenues and cross streets are infinitely superior in design, finish and convenience. There is hardly any comparison to be made between them, so great is the difference in favor of the modern structure.

The introduction of the Croton water alone made the most important changes in the design of our buildings. No city in the world has advantages in this respect, that will compare with ours. To supply every dwelling with water, pure and wholesome, is not only a hygienic triumph but a mechanical one, since the construction of the main service pipes, hydrants, baths and waste pipes required much skill and science. The universal enjoyment of this element is one of the boons which have been conferred on the city, by far seeing intelligence and public spirit, and is of priceless value. The water and the fuel which are so abundantly supplied to New York, are the corner stones of its health and prosperity.

The construction of its buildings has relation to both these conditions; while our baths and plumbing work are of the best description, so our grates, stoves, and heating apparatus are diversi-

fied, ingenious, economical and elegant. In respect to these, we may claim for our artisans that in the excellence and finish of their work they surpass in this branch of business those of any other country. Neither in London or Paris will the plumbing or mantle work of the houses compare with that in New York. On the contrary, some of the most recently erected dwellings in the former city have been constructed after the New York plan. A splendid edifice of Sir Morton Peto in London, is said to be distinguished by the introduction and adoption of the American internal arrangements.

The materials for building are plentiful, and hitherto have been cheap. Marble, free stone, brick and iron, all used to a great extent, have at times prevailed as taste or fashion predominated, or prices regulated, and of late years the designs have continued to grow more elegant. No finer vista can be found, not even in famous St. Petersburg to surpass large portions of the Fifth avenue. Indeed one is lost in wonder when he observes the large numbers of the splendid edifices which adorn the upper parts of the city, generally it may be said, the acquisitions of honorable industry and good character.

It is well understood that the class of persons known as mechanics and tradesmen, who are actively engaged in daily business, and have yet their fortunes to achieve, are much better lodged and sheltered in this city than any similar class of persons abroad, and enjoy as they toil, a much larger share of the comforts of life. Their dwellings are more comfortable, they are neatly furnished, and their whole style of living is that of comparative ease, with plenty for each day's wants. If there is any fault, it is in over anxiety to attain too much comfort at once, which induces perhaps at times excessive exertion, and leads to misfortune. Yet it is the spirit of the country and the people, to rise, and to make every effort to do so, and New York is an example of what this spirit can bring about.

The supervision of the buildings erected in the city enables the Superintendent to give us some of his conclusions. It appears that the number of new buildings commenced in 1865, was 1,190 or 457 more than during the preceding year. Of

these 308 were of the first class, 167 of the 2d class, 161 of the tenement class; 112 were stores, 137 stables, 8 churches and 18 school houses. Thus it will be seen that twice as many first class houses were being erected as of the second class, or of the third class, thus showing the wealth of the city, and the disposition of the rich to enjoy their means.

Although the war had the effect of checking the progress of building in the city, it nevertheless appears the number of structures has been gradually increasing. The report before us, gives as the total of these from May 1, 1862, to December 31, 1865, a period of three years and eight months.....4,013
In construction.....88
Begun in 1862.....755
" 1863.....1,247
" 1864.....733
" 1865.....1,190

4,013

Of these 530 were not fully completed at the time of the report.

The first class dwellings are each to contain one family only, the tenement houses, of half the capacity and one-fourth the value, accommodate 1,610 families, besides furnishing room occupied by upwards of 100 stores, bakehouses and groceries. Fifty-four first class buildings are used for banks, insurance offices and commercial establishments. One hundred and twelve buildings for factories and workshops were erected during the year.

The violations of the building ordinances are somewhat numerous but may be readily attributed to ignorance and misapprehension. Still it is a curious fact that no less than 13,000 cases have occurred since 1862, to require the attention if not the correction of the building authorities, the Superintendent having a really responsible position to occupy.

This authority seems indispensable to be exercised in large towns, though the idea is not a modern one. Many of our most popular notions are of ancient origin. The veto power as it is termed, one of the most important entrusted to the discretion of the Chief Magistrate is borrowed from the Romans, and so our Superintendent Mr. Macgregor has no doubt if he has a curious turn of mind, explored the history of the *Ediles* or magistrates who had charge of the public and private buildings, and roads.

It is a singular fact that the Romans had a great tendency to special legislation for the protection of popular rights as long as the people themselves cared for them. We too seem to think their special interests require special protection in this city at least. We have a commission which has charge of the water of the city, another of the police, another of its health, and various others have from time to time been projected. Our public schools have for a long time been under special supervision of a Board and are a splendid success.

We believe the Superintendent of buildings has no control over the designs of the structures which come under his notice, beyond the consideration of their stability and safety. These are left to the taste and means of owners, and the consequence is, that we have a variety of styles not always harmonious though generally pleasing enough. It is observed that periodically great similarity of exterior prevails, one architect apparently copying from another: then again there will come an entire change. The most remarkable improvements have been seen of late in the construction in the lower parts of the city of the buildings to be used for business purposes. These are built of costly materials, of the most elegant

proportions, are well lighted, of easy access and are altogether a large advance over the old places of business, such as witnessed in former years the exertions of the older merchants and bankers, not then so well posted as to the necessity of air and ventilation. The offices occupied by our leading financiers, insurers and bankers are now generally of a most convenient and desirable character.

On the whole, New York may claim precedence in this country in respect to its architecture, over all the other cities.

It is already a beautiful town in its newest parts at least, with a magnificent park in its centre, to be its lungs and bronchial apparatus, and to give air and health to its population.

It is to be hoped that in the further construction of our dwellings, stores and factories, due regard will continue to be paid to the demands of the existing ordinances not merely, but good taste, architecture, and the laws of health.

Erie Railway.

The earnings of this road for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
From freight.....	\$10,242,897 61	\$11,268,761 12
" passengers.....	3,002,197 70	4,031,680 20
" mails.....	101,352 04	101,352 04
" telegraph.....	44,286 48	14,006 39
" rents.....	7,133 76	10,643 96
" storage.....	5,561 66	8,331 01
" interest.....	26,214 29
	\$13,429,643 54	\$15,434,774 72

Expenses, viz:

Office & station expenses.....	\$1,222,907 06	\$1,210,489 94
Cost of running.....	2,363,904 96	3,136,025 11
General expenses.....	331,546 92	280,051 02
Repairs of engines and cars.....	1,920,433 40	2,607,297 46
Repairs of track & roadway.....	2,414,815 45	2,376,697 53
Repairs of structures.....	420,611 42	450,605 86
Incidental expenses.....	54,503 93	22,347 98
Miscellaneous.....	232,562 55	284,749 12
	\$3,961,285 69	\$10,368,264 02
Net earnings.....	\$4,468,357 85	\$5,066,510 70

Disbursed in 1865 as follows:

Interest on mort. debt.....	\$1,399,769 66
Rent of railroads.....	182,400 00
Rent of Long Dock property.....	165,690 00
Internal revenue taxes.....	561,250 42
Taxes on real estate.....	225,416 02
Pavonia Ferry.....	22,948 47
Interest.....	49,329 51
Hire of cars.....	29,264 32
Rents, repairs and expenses of operating the Buffalo Division.....	582,242 40
	3,218,310 80

Surplus.....	\$1,848,199 90
Dividends of 4 per cent. on common and 3½ per cent. on preferred stock, as of July 1, '65.....	\$906,641 05
Dividend of 3½ per cent. on preferred stock, as of Jan. 1, 1866.....	238,579 28
	1,190,220 33

Surplus January 1, 1865.....	\$657,979 57
	857,370 64

To credit of Income Account, January 1, 1866.....\$1,515,350 21
Compared with 1864, the gross earnings of 1865 show an increase of \$2,005,131 18, with an increase in expenses of \$1,406,973 33—making the increase of net earnings, \$598,152 85.

The freight and passenger earnings for the past two years compare as follows:

	1864.	1865.
Freight Earnings:		
Through east.....	\$4,748,533 39	\$4,615,592 04
" west.....	2,031,184 57	2,695,069 69
Way east.....	2,332,586 77	3,036,025 21
" west.....	1,130,592 88	922,074 13

Total freight.....\$10,242,897 61 \$11,268,761 12

	1864.	1865.
Passenger Earnings:		
Through east.....	\$315,112 33	\$478,127 45
" west.....	458,985 81	864,398 39
Way east.....	1,057,201 65	1,295,538 78
" west.....	1,170,897 91	1,393,615 58

Total passenger.....\$3,002,197 70 \$4,031,680 20

—showing an increase in freight earnings of \$1,025,863 51, or 10 per cent.; and in passenger earnings of \$1,029,482 50, or 34.2 per cent.

The tons of freight moved and passengers carried during the same two years compare as follows:

	1864.	1865.
Freight:		
Through east.....	440,758	434,742
" west.....	164,118	205,612
Way east.....	932,151	1,310,288
" west.....	677,268	584,149

Total tons.....2,214,295 2,534,791

	1864.	1865.
Passengers:		
Through east.....	35,143	50,036
" west.....	59,949	105,821
Way east.....	844,511	1,007,886
" west.....	846,003	1,012,222

Total number.....1,785,606 2,175,965

—showing an increase in tonnage of 312,496, and in passengers of 390,359.

The preceding tables of comparison exhibit a gratifying increase in the freight traffic, the increase being on the through west and way east.

The increase in passenger traffic is very large on all classes, and in both directions, but more particularly on way passengers.

The expenses of operating and repairs in 1865, were greater than those in the preceding year by \$1,406,978 33—nearly one-half (686,864 06) being for repairs of engines and cars, and over one-fourth (435,209 37) for cost of fuel.

This increased expenditure is attributable to the substitution of cast steel for iron in renewal of axles and tires; to the enhanced cost of fuel during the past year; and to general improvements in bridges, ties and ballasting. The outlay on account of these items will undoubtedly be largely reduced the coming year.

The amount of new iron laid down in 1865 was 20,170 tons, at a cost of \$1,815,300; in 1864, 20,480 tons, at a cost of \$2,132,725—showing a decrease in quantity of 310 tons, and in cost of \$317,425.

The average cost per net ton for railroad iron in 1864 was \$105; in 1865 it was \$90, effecting a very great saving in this item. The cost will be still further reduced for the coming year.

The expenses for repairs of track and roadway would show a much larger reduction, but that during the Winter and Spring of this year, the road suffered severely from excessive floods, more destructive in their effects than any that have ever occurred in the vicinity of the line.

The total amount expended for construction during the year 1865, was \$4,941,293 02; of this \$819,859 98 was for 13½ miles of double track, and 14 miles of sidings; \$2,691,419 12 for 56 new locomotives and 754 new cars; \$121,216 71 for new ferry boat; \$215,520 34 for Long Dock shops, etc.; \$177,060 72 for machinery in shops; \$3,652 36 on account Hawley Branch; \$112,167 13 for discount on 4th mort. bonds sold, and interest; and \$800,396 66, for the construction of freight and engine houses, car shops, etc., at different points upon the line of the road.

The following is a comparative statement of the

capital stock and funded debt of the company,
December 31—

	1864.	1865.
Common stock	\$16,400,100	\$16,570,100
Preferred "	8,535,700	8,535,700
Total capital stock	\$24,935,800	\$25,105,800
First mortgage bonds...	3,000,000	3,000,000
Second "	4,000,000	4,000,000
Third "	6,000,000	6,000,000
Fourth "	3,634,000	4,441,000
Fifth "	1,002,500	926,500
Buffalo Branch "	186,400	186,400
Sterling "	3,816,582
Real estate "	500	500

Total funded debt.....\$17,823,400 \$22,370,982
Total stock and funded

debt.....\$42,759,200 \$47,476,782
This shows an increase in the common capital stock during the year of \$170,000, accounted for by the conversion of \$93,000 of fourth, and \$77,000 of fifth mortgage bonds. The funded debt also shows an increase of \$4,546,582 19, accounted for by the sale of \$3,816,582 19 sterling bonds, and \$900,000 of fourth mortgage bonds, less \$170,000 of fourth and fifth mortgage bonds converted into capital stock.

The financial condition of the company is exhibited in the annexed balance sheet. The liabilities of the company on the 31st of December, 1865, were:

Accounts payable	\$3,551,980 56
Dividend payable Feb. 5, 1866	283,879 28
	\$3,835,859 84
Means to pay the same:	
Cash and cash items..	\$905,158 88
Accounts receivable..	1,467,714 96
Long Dock Co.....	251,520 34
	2,588,394 18

Excess of liabilities.....\$1,247,165 66

The property of the company consists of: Main Line from Jersey City to Dunkirk, 460 miles; Piermont Branch, 18 miles; Newburgh Branch, 19 miles; Northwestern Division, Hornellsville to Attica, 60 miles—total length of road owned by the company, 557 miles.

The Branch roads leased and operated by the company are: Buffalo Division, Corning to Buffalo, 140 miles; Rochester Division, 18 miles; Canandaigua and Elmira, 66 miles; Hawley Branch, 16 miles—total 240 miles.

The whole number of miles owned and leased by the company is 797.

The Warwick Valley road, ten miles long, is operated by the company, but not leased.

The whole number of miles operated by the company is 807.

There are on the Main Line and Branches owned by the company 205 miles of double track, and 157 miles of sidings, and on the leased roads 21 miles of double track and sidings—making the entire length of track equal to 1,190 miles of single track.

The equipment of the road consists of 332 locomotive engines and tenders; 133 passenger cars; 264 emigrant, baggage and caboose cars; 2,975 box freight, cattle, milk and oil cars; 1,212 flat freight cars; and 884 coal cars.

The report closes with the following remarks in reference to the condition of the road and means to operate it:

During the past year several miles of second track have been built, side tracks have been ex-

tended and additional ones introduced at points where business required them; a large amount of iron has been used in renewals; new engine houses, depot and other buildings have been erected and old ones enlarged. Our rolling stock has been very largely increased in locomotives and cars of every class, and the road is now fully equipped in every department. The large increase in engines, passenger and sleeping cars, emigrant, freight, coal and cattle cars, now enables us to do all the business offering promptly and to the entire satisfaction of the public.

We have arranged for ample and convenient cattle yards at Dunkirk and Buffalo, and for a new Grain Elevator at Buffalo, through the agency of third parties, without increasing the expenses of the company. We have also arrangements from which we anticipate a large increase in our local business from the transportation of coal, iron, and the products of the forest.

Our passenger business is very encouraging, and with a first class road, perfect in all its appointments, particularly its fine engines, new and commodious cars, and its excellent hotels, we have every reason to hope that it will become the favorite route with the traveling community.

Although indications point to a decrease in the traffic of the coming year, as compared with the past, every effort has been made to place the road in such a condition in all respects, as will enable us to transact with economy and profit whatever business may be offered.

Our expenses must hereafter be greatly lessened, as the cost of nearly every article used in operating the road is already materially reduced, and this reduction may be reasonably expected to continue. The large force employed during the past year in repairs of road-bed and rolling stock, will be reduced to a limit consistent with the improved condition of the road. Negotiations are now in progress for the transfer of freight at New York and Jersey City by contract, based on the actual tonnage handled. This arrangement, it is expected, will result in a large reduction of expenses at those points; and should these anticipations be realized, similar contracts will be made at other large stations. Our relations with connecting roads are very satisfactory, giving us assurance of continued and large interchange of traffic.

The condition of the company in all its working departments was never better, and the prospect of being able to operate the road economically is most cheering.

Occupying an advantageous position for the carrying trade between the Atlantic and the great West, and having a gauge specially adapted to secure the comfort of passengers, it is already a favorite route with the public, and must continue to receive a fair share of the public patronage.

Entertaining these views, therefore, the Directors feel justified in anticipating most satisfactory results from the operations of the road, during the coming and future years; and will spare no exertions to enable it to sustain the high reputation it has already acquired.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment	\$47,409,404 01
Hawley Branch	236,946 99
	\$47,646,351 00
Cash and cash items	
on hand	\$905,158 88
Long Dock Co.....	215,520 34
Buffalo, Bradford & Pittsburgh R.R.Co.	40,358 09
U. S. War Departm't.	502,575 77
Accounts receivable.	617,509 59
	2,281,122 67
Materials on hand...	\$2,176,823 35
Fuel on hand	880,326 45
	3,057,149 80
Niagara bridge stock	4,140 00
Unadjusted accounts	303,131 51
	\$53,291,894 86

Capital stock—

Preferred stock	\$8,535,700 00
Common stock	16,570,100 00
	\$25,105,800 00

Funded debt (\$22,370,982 19) viz:

First mortgage bonds, due 1867..	\$3,000,000 00
Second mortgage bonds, due 1879..	4,000,000 00
Third mortgage bonds, due 1883..	6,000,000 00
Fourth mortgage bonds, due 1880..	4,441,000 00
Fifth mortgage bonds, due 1888..	926,500 00
Buffalo branch bonds, due 1891...	186,400 00
Sterling bonds, due 1875.....	3,816,582 19
Real estate bonds.....	500 00
Accounts payable.....	\$3,551,980 56
Accrued interest on bonds, not due	464,202 74
Dividends due February 5th, 1866....	283,579 28
Balance of "Income Account	1,515,350 21
	\$53,291,894 98

President.—ROBERT H. BERDELL.

Vice President.—ALEXANDER S. DIVEN.

Directors.—John Arnot, Robt. H. Berdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Thomas W. Gale, Dudley S. Gregory, Jas. F. D. Lanier, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Isaac N. Phelps, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt.

Secretary.—HORATIO N. OTIS.

Treasurer.—JOHN HILTON.

General Sup't.—HUGH RIDDLE.

Consulting Engineer.—CHARLES MINOT.

Interest and Dividends.

The Macon and Western Railroad Company have declared a dividend of 5 per cent. less Government tax, payable in New York, on demand.

The Concord, Nashua and Lowell, and Manchester and Lawrence Railroads have declared a dividend of 4 per cent. each payable May 1.

The Cleveland and Mahoning Railroad Company have declared a dividend of four per cent., free of Government tax, on the full shares of the capital stock of the company (except that issued in the conversion of bonds, and upon that a pro rata dividend), payable on the 10th day of May.

The Philadelphia and Reading Railroad Company give notice that the option of receiving the dividends in stock or cash, under the resolution of the Board of 11th of December, 1865, will cease on the 31st of May, 1866, and that such stockholders as do not demand their dividend to be paid to them in stock on or before that day will be thereafter entitled to receive it in cash only.

The Mayor of Baltimore has returned to the first branch of the City Council, without his signature, the ordinance authorizing the Philadelphia, Wilmington and Baltimore Railroad Company to lay down an additional track on Boston street, commencing at the eastern limits of the city and extending westwardly until it intersected with the present track on Canton avenue.

The Canandaigua and Niagara Falls Railroad, which has for several years been operated by the New York Central Railroad Co., has become the property, by lease or purchase, of the Pennsylvania Railroad Co., which will secure to the latter the control of a direct railroad line between Philadelphia and Niagara Falls.

Liability of Carrier for Delivery to Third Person—What Delivery will Discharge a Carrier.

The question in regard to the carrier's obligation to deliver goods to the shipper or consignor has been much agitated and not quite settled. It arises in the case of another party claiming the goods as owner and taking them in that character from the carrier. Will such taking excuse the carrier for non-delivery? If the goods are demanded of him by a third party on the ground that he is the owner, can the carrier deliver the goods and justify his conduct? Suppose a case: B. ships a car load of grain at Troy by the Harlem Railroad Co., consigned to the "Owner" at New York, care of A. On arrival of the grain at New York, a third party appears, claiming to be the owner, and the company delivers the grain to him on his paying the freight. Is the company liable for the value of the grain, in a case where such third party was not in fact the owner?

It is quite certain that the carrier cannot himself raise the question of title in a third person, and on that ground refuse delivery to the person originally holding them. Thus in the case of *Laclough vs. Towle*, 3 Esp., 114, a carrier had a parcel of goods delivered to him to be carried from Maidstone to London. While the goods lay at his warehouse, a person came there who said the goods were his, and claimed them from the carrier. The carrier refused to deliver them, but being indemnified, promised to keep them and not deliver them according to the order. The goods not being delivered, the party by whom they were delivered to the carrier brought an action against the carrier. The Court would not permit the carrier to set up any question of property out of the plaintiff, and held that he, having received the goods from him, was precluded from questioning his title or showing a property in any other person.

It is undoubtedly the general rule that the carrier cannot deny the title of the party from whom he has received the goods for transportation. In general no agent can defend against the action of his principal, by setting up the *ius tertii* in his own favor. (*Nicholson vs. Knowles*, 5 Madd., 47; *Parsons on Contracts*, Vol. 2, p. 204.) On the other hand, if the carrier delivers them to a third party, and it can be shown in an action against him that this third party was the actual and lawful owner, and that the plaintiff who delivered the goods to the carrier had no right to them whatever, this certainly is a sufficient defence. This was settled after much consideration, in *King vs. Richards*, 6 Whart., 418. The defendants in that case were common carriers of goods between New York and Philadelphia, and had signed a receipt of certain goods as received of A., which they promised to deliver to his order. In *trover* by the indorsers of this paper, who had made advances on the goods, it was held, that the defendants might prove that A. had no title to the goods; that they had been fraudulently obtained by him from the true owner, and that upon demand made, they had delivered them up to the latter. Kennedy J., said: "It is said that it would be a breach of trust or an act of treachery, on the part of the bailee, to deliver the goods over on demand to the true owner, notwithstanding he has received them from a wrongdoer, because he promised to restore the goods to such wrongdoer. If the bailee in such case re-

ceive the goods from the bailor innocently, under the impression made by the bailor that he is the owner thereof, or has the right to dispose of them in the manner he is doing, and therefore promises to return the goods to the bailor, it is very obvious that such a promise ought not to be regarded as binding, because obtained through a false impression, made wilfully by the bailor; and truth, which lies at the foundation of justice, as well as all moral excellence, would seem to require in every such case that the goods should be delivered up to the true owner, especially if he demand the same, instead of the wrongful bailor. But if the bailee knew at the time he received the goods, and made the promise to redeliver them to the bailor, with a view to favor the bailor, that the latter had come wrongfully by them, either by having taken them tortiously or feloniously from the owner; then the bailee thereby became a participant in the fraud or the felony, and it would be abhorrent to every principle of justice that he should be protected under such circumstances against the demand or claim of the owner. This promise however, of the bailee, is said to be binding on him only, and is not such as his personal representatives are bound to regard; and the reason assigned for this is because the goods have come to their possession by operation of law. This doctrine if it were to be allowed, would certainly be singularly anomalous, and unlike in its effect, to any other promise recognized by the law as binding." (See also, *Bates vs. Stanton*, 1 Duer, 79.)

The doctrine as thus stated is fully sustained in the case of *Sheridan vs. The New Quay Co.*, 93 Eng., C. L., 618. In giving the judgment of the Court, Willes, J., says:—"The defendants were common carriers, and therefore bound to receive the goods for carriage. They could make no inquiry as to the ownership. They have not voluntarily raised the question; it was raised by the demand of the real owner before the defendants had parted with the goods. The law would have protected them against the real owner if they had delivered the goods in pursuance of their employment, without notice of his claim. It ought equally to protect them against the *pseudo* owner, from whom they could not refuse to receive the goods, in the present event of the real owner claiming the goods, and their being given up to him."

It is held, in general, that if he does not yield to an adverse claim by a third party, he is liable to an action, in case the title of the party be good. (*Wilson vs. Anderton*, 1 B. & Ad., 450.) In this case the captain of a ship who had taken goods on freight and who claimed a lien upon them, but whose claim was unfounded, delivered them to the defendant as his bailee. The plaintiff who was the owner of the goods, demanded them of the defendant, but he refused to deliver them without the directions of the bailor. The Court held, that the bailor not having any lien upon the goods, the refusal of the bailee was sufficient evidence of a conversion. Tenterden, C. J., said: "A bailee can never be in a better situation than the bailor. If the bailor has no title, the bailee can have none, for the bailor can give no better title than he has. The right to the property may, therefore, be tried in an action against the bailee, and a refusal like that stated in this case has

always been considered evidence of a conversion. The situation of a bailee is not one without remedy. He is not bound to ascertain who has the right. He may file a bill of interpleader in a Court of equity. But a bailee who forbears to adopt that mode of proceeding, and makes himself a party by retaining the goods for the bailor must stand or fall by his title." Littledale, J.: "The question is whether under the circumstances stated in this case, the bailee can set up any title against the real owner? What is the situation of a bailee? He has no other title except that which the bailor had. As to the *Nisi Prius* case before Gould, J., it is not applicable to the present point. There the carrier, on the goods being demanded by a third party, voluntarily identified himself with that party, by proposing to retain them on an indemnity, and offering to set up the title of that party on an action by the bailor. Now a lessee cannot dispute the title of his lessor at the time of the lease, but he may show that the lessor's title has been put an end to; and therefore, in an action of covenant by the lessor, a plea of eviction by title paramount, or that which is equivalent to it, is a good plea, and a threat to distrain or bring an ejectment, by a person having good title, would be equivalent to an actual eviction. So here if the bailor brought an action against the defendant as bailee, the latter might, on the same principle, show that the plaintiff recovered the value of the goods, or that on being threatened with an action by a person who had good title to the goods, he had delivered them to him."

The carrier may have his interpleader in equity to ascertain who has the right; but it is not easy to see what adequate means of self-protection he has at common law. And yet he should be permitted in some way to demand security of the party whose title seems to him the better, and to whom he is therefore willing to give the goods. And whenever security is refused, there should be no recovery against him, unless the better title of the person claiming the goods was obvious and certain, or there were other circumstances indicating that the carrier had not acted with entire good faith or proper discretion. But in the present state of the authorities, it seems that if the carrier be called upon by such antagonistic claimants, he must decide between them at his own peril.

A singular illustration of this principle is given in the case of *Morris vs. Third Avenue Railroad Co.*, 23, How. Pr. R., 345. It appeared in that case that the plaintiff, who was a passenger upon the defendant's car in the city of New York, left her satchel in the car. The conductor's attention being called to the fact, he took charge of it, and upon the return trip placed it in the care of the receiver of the road, by whom it was delivered to a person who had no right or claim to it. The Court held that although city passenger railroad companies are not chargeable strictly as common carriers of baggage, they receiving no compensation for its carriage beyond that received as the fare of the passenger, yet they were in this case, bailees for hire, while the property remained in their custody; and the property having come into their possession by the owner's neglect, the delivery of it to the wrong person was a conversion and the defendants were liable, unless they exer-

cised all the care and vigilance that could reasonably be expected under the circumstances.

WHAT DELIVERY WILL DISCHARGE THE CARRIER.

When goods are delivered to the place of destination, and the consignee is dead, absent or refuses to receive them, or is not known, and cannot after due effort be found, the carrier discharges himself by placing them in store with some responsible third party in that business at the place of delivery, for and on account of the owner. *Fisk vs. Newton*, 1 Den., 45.) In this last case the consignee in New York was a clerk having no place of business of his own, and the carrier was not informed of his occupation or address, and his name was not in the city Directory, and the carrier after reasonable effort could not find him. It was held that the carrier's responsibility ceased on his storing the goods with a storehouse keeper in good credit, on account of the owner; and that he was not liable on the insolvency of the storehouse keeper occurring some months afterwards. But when the consignee refuses to receive the goods, and the carrier continues to act under the direction of the shipper by retaining its possession or storing it, then the carrier is liable. (*Ide vs. Sadler*, 18 Barb., 32.)

When the consignee is a transient person, as where for instance, the goods were taken to be delivered at N. to T., a transient person, who had no agent there, and the carrier not being able to find T. at N., in good faith and in conformity with usage delivered them there to a third person for him, and this person, through a mistake delivered them to a different person than T., it was held that the carrier's duty was discharged under such circumstances by delivery to a responsible third person, though it would be otherwise if T. had been a resident, or had had an agent at N. (*Mayell vs. Potter*, 2 Johns. Cas., 371.) Thus too, where a carrier receives goods addressed to a place beyond the terminus of his route, and the carrier is a mere forwarder of goods when they are to be sent beyond such route, he discharges his duty as carrier by transporting them to the terminus of his own route, and then delivering them to a responsible carrier, according to the usage of the business, that they may be forwarded. (6 Hill, 157.)

There is frequently a usage of carriers, known to the consignor, of leaving goods to be called for, and where that is the case, although *prima facie*, the carrier is bound to deliver goods to the consignee personally, the usage is a defence to an action for goods lost under such circumstances. (17 Wend., 305.)

It should be borne in mind that a right of action for injury caused by the carrier's negligence is not barred by subsequent acceptance of the injured property, though this is a matter in mitigation of the damages. After an injury has been committed, the cause of action cannot be discharged by any act of the plaintiff short of a release or acceptance of something in satisfaction. (*Bowman vs. Teall*, 23 Wend., 306.)

When the carrier did not bring the goods to the terminus at which he undertook to deliver them, and had no office or agent there, he was held liable although the plaintiff had made no demand of them at that place. (*Schroeder vs. Hudson River Railroad Co.*, 5 Duer., 55.)

The anthracite coal tonnage is steadily on the increase. Thus far this season there has been put into market 2,680,948 tons against 2,227,879 tons, showing an increase of 453,069 tons.

Vermont and Massachusetts Railroad.

The following is a comparative statement of the earnings and expenses of this road, for the years ending November 30, 1862, 1863, 1864 and 1865:

Earnings:	1862.	1863.	1864.	1865.
From passengers	\$60,957 10	\$82,002 99	\$122,380 91	\$136,889 08
From troops		7,415 83		
From freight	99,900 01	125,876 12	164,763 90	198,300 78
From rent of joint use of road from Fitchburg to Ashburnham, and of engine house, water, station buildings, and service performed at Fitchburg and other station	39,000 00	39,000 00	39,000 00	39,000 00
From mails	6,000 00	6,000 00	6,000 00	6,000 00
From express	3,952 92	4,152 92	4,352 88	4,586 33
From rents	3,296 09	3,518 54	4,172 09	2,987 71
From tolls	810 00	707 00	905 75	991 55
Miscellaneous	2,148 74	3,141 70	721 57	330 39
	\$216,064 86	\$271,815 10	\$342,297 10	\$390,085 79
Expenses, viz:				
Repairs of road	\$18,522 44	\$18,988 36	\$26,165 82	\$40,691 89
" buildings	3,066 82	8,666 34	5,945 02	13,327 04
" locomotives	8,461 66	8,894 95	25,315 23	20,995 81
" cars	9,320 92	8,467 23	23,436 13	26,004 00
" bridges	1,947 74	2,644 23	5,550 57	4,247 53
Passenger department	10,678 66	10,533 65	15,306 79	22,005 72
Freight	13,053 00	15,471 32	20,444 27	25,500 24
Switchmen, watchmen & flagmen	2,753 59	3,371 50	4,224 44	4,777 29
Oil and waste	1,778 63	1,628 12	4,152 57	6,192 27
Fuel	8,853 83	10,554 14	20,117 92	25,513 29
Tools	258 93	536 88	608 94	773 29
Re-rolling and repairing rails...	7,603 88	8,620 18	19,128 83	28,528 39
Rent of Conn. River R. R.	1,500 00	1,500 00	1,500 00	1,500 00
Loss and damage	330 73	863 93	2,609 57	3,083 93
Taxes and insurance	3,502 24	2,081 82	2,784 49	3,127 02
Salaries	5,066 66	6,685 76	7,268 00	7,483 33
United States tax	436 92	2,541 48	4,845 49	8,610 76
State tax			11,844 40	16,488 43
All other expenses	3,687 27	10,729 84	6,685 64	8,838 51
	\$100,823 92	\$122,679 73	\$207,934 12	\$267,688 75
Balance of interest	52,186 43	46,592 85	33,115 27	31,167 19
Amount credited to revenue fund to cover depreciation of locomotives, road and bridges....		9,000 00		
	\$153,010 35	\$178,272 58	\$241,049 39	\$298,855 94
Net earnings	\$63,054 51	\$93,542 62	\$101,247 71	\$91,229 85

The following statement will show the earnings, expenses, interest paid, etc., for the years ending November 30—

	Earnings.	Expenses and taxes.	Earnings over expenses and taxes.	Amount of interest paid.	Net amount over expenses Int. and taxes.
1860	\$254,826 37	\$136,089 96	\$118,736 41	\$55,496 08	\$63,240 38
1861	200,648 38	104,909 81	95,738 57	56,387 49	39,351 08
1862	216,064 86	100,823 92	115,240 94	52,186 43	63,054 51
1863	271,815 10	131,679 73	140,135 37	46,592 85	93,542 52
1864	342,297 10	207,934 12	134,362 98	33,115 27	101,247 71
1865	390,085 79	267,688 75	122,397 04	31,167 19	91,229 85

BALANCE SHEET.

	1862.	1863.	1864.	1865.
Road and equipment	\$3,516,910 61	\$3,516,910 61	\$3,513,754 51	\$3,465,729 51
Stock of materials on hand	7,700 00	10,524 63	30,504 31	27,522 29
Fuel	6,965 40	3,943 80	6,476 00	32,823 00
Oil and waste		505 65	477 82	1,021 80
Sinking fund	60,000 00	70,000 00	80,000 00	
Notes receivable	75,800 00	172,710 11	213,950 00	
Interest	52,186 43	46,592 85		83,303 90
Amount paid for bonds retired..	109,909 02	30,884 31	38,184 31	
Balance due from agents, etc...	10,873 93	20,983 34	21,740 03	17,291 90
Cash	605 49	91 58	12,902 70	7,974 63
	\$3,840,950 88	\$3,873,146 88	\$3,917,989 68	\$3,635,667 03
Capital stock	\$2,214,225 15	\$2,214,225 15	\$2,214,225 15	\$2,860,000 00
Mortgage bonds July 1, 1883.			550,000 00	550,000 00
" " " 1, 1865.	990,525 00	925,760 00	374,000 00	8,400 00
" " " 1, 1855.			300 00	300 00
Bond certificates			660 00	255 00
Renewal fund		9,000 00		
U. S. tax on coupons		12 06		
Balance of road income to November 30	636,200 73	724,169 67	778,804 53	216,712 03
	\$3,840,950 88	\$3,873,146 88	\$3,917,989 68	\$3,635,667 03

President.—DANIEL S. RICHARDSON.

Treasurer.—FRANKLIN N. POOR.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5		10c	Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50			Atina (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	5		5c	Keweenaw....."	20,000			4	East River....."	6,000	50			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....."	20,000			1	George's Ck & I.Md.	10,000	100		118	Albion (G.)....."	100,000	3		
Albany and Boston....."	20,000				King Phillip....."	20,000			2	Harewood....."	20,000	5			Alpine (G.).....Col.	150,000	10		
Algoma.....Ca.	20,000			25c	Knowlton.....Ca.	20,000			1	Kahtadin.....Me.	3,000	100			Alps (G.)....."	100,000	5		
Alliance.....L. S.	200,000	2 1/2			Lafayette....."	200,000	1		1 1/2	Lake Superior.....L. S.	20,000	25			American....."	200,000	2		
Allouez.....Ca.	20,000			1 1/2	Lake....."	200,000	1		14c	Massachusetts....."	25,000	1			Am. & Mex. (S.) N. M.				
American.....L. S.	200,000	2 1/2		5c	Lawrence.....L. S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000			25	Lennoxville.....Ca.	100,000	5		50c	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....."				
Annapolis.....Md.	50,000	10			Logan....."	100,000	3		2 1/2	Tyson....."	20,000				Atlantic (G.).....N. S.	100,000	2		
Arizona.....Ariz. T.	10,000	100			Lyster....."	200,000	2								At. & Pac. (G. & S.) Nev.	50,000	10		
Asot.....Ca.	20,000	20			Madison.....L. S.	20,000			1 1/2	Amenia.....N. Y.	100,000	5		8 1/2	Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000			6 1/2	Malden....."	20,000			1	Bucks County.....Pa.					Beacon (G.).....N. S.	200,000	2		
Atlas....."	20,000			1	Mandan....."	20,000			2 1/2	Canada.....Ca.	50,000	5		2 1/2	Benton (G.).....Col.	100,000	5		
Aztec....."	2,000	5		25c	Manhattan....."	20,000			2 1/2	Clute....."					Black Hawk (G.)....."	50,000	100		
Balt. and N. C.....N. C.	2,000	5		95c	Marquette....."	20,000			3 1/2	Crystal Lake....."					Boston (G.)....."	10,000	50		
Bare Hill.....L. S.	20,000				Maryland.....Md.	5			15c	Erie....."					Briggs (G.)....."	10,000	100		
Bay State.....L. S.	20,000			3 1/2	Mass.....L. S.	20,000				Gay's River....."	100,000	2			Bullion (G.)....."	200,000	25		
Beaver.....Ca.	125,000	5		1 50c	Massachusetts....."	20,000				Hampton....."	100,000	5			Burroughs (G.)....."	100,000	10		
Bedford.....Ca.	200,000	2 1/2		10c	Mendota....."	20,000			4	Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		
Black River.....L. S.	20,000			7 1/2	Merrimac....."	20,000			4	Lancaster....."				45c	Central (G.).....Col.	50,000	20		
Bohemian.....L. S.	20,000			50c	Meteor....."	20,000			1 1/2	Macomb.....N. Y.	100,000	5			Chaudiere (G.).....Ca.	100,000	5		
Bolton.....Ca.	20,000			50c	Meenard....."	20,000			5 1/2	Mineral Point....."	100,000	5		2 1/2	Chebueto.....N. S.	100,000	5		
Boston.....L. S.	20,000				Michigan....."	20,000				Mount Hope.....N. Y.	80,000	5			Colonial (G.).....Ca.	100,000	2 1/2		
B. and Corinth.....Vt.	20,000				Middlesex....."	20,000				National....."	200,000	1		110	Colorado (G.).....Col.	50,000	10		
Brooklyn.....L. S.	100,000	5		2	Mineral Hill....."	20,000			3 1/2	New Jersey.....N. J.	12,000	100			Consol. Gregg (G.) Col.	50,000	100		
Brome.....Ca.	20,000				Minnesota.....L. S.	20,000			14	N. Y. & Boston.....N. Y.	100,000	5			Copalshe (G.)....."	200,000	20		
Cabot.....L. S.	20,000				Missisquoi.....Ca.	150,000	2		3 1/2	Oswegatchie.....Ca.	100,000	5			Coriann (G.)....."	100,000	10		
Caledonia.....L. S.	20,000				Montezuma.....N. Mex.	300,000			5	Piacentia Bay.....N. F.	20,000	25			Corydon (G.)....."	100,000	25		
Cambridge.....Vt.	100,000	4		90c	Morrison.....L. S.	20,000				Ramsay.....Ca.	100,000	5			Day & Bushnell (G.) C.	300,000	10		
Canada.....L. S.	20,000				Nashua....."	20,000			19	Roselle....."	100,000	5			Denver (G.)....."	50,000	20	12 1/2	
Carp Lake.....L. S.	20,000				National....."	20,000			1c	Shawangunk.....N. Y.	100,000	5			Dorset (G.)....."	170,000	5		
Cascade....."	20,000				Native....."	20,000			3	Sussex.....N. J.	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Central.....Ca.	200,000	1 1/2		15c	Naumkeag....."	20,000			1	Union....."	100,000	5			Empire (S.)....."				
Champlain.....Ca.	200,000	2 1/2		15c	Nelson.....Ca.	200,000			10c	Walkill.....N. Y.					Eucrea (G.).....Cal.				
Chatham....."	100,000	1		50c	Nequaket.....L. S.	20,000			1	Coal & Anthracite....."					Excelsior (G.).....Col.	30,000	10		
Chaudiere....."	200,000	1		120	Nevada (Silver)....."	20,000			50c	Ashburton.....Pa.	37,500	25		14 1/2	Frankfort (G.)....."	100,000	2		
Chester....."	30,000	5		1 1/2	New England....."	20,000			8c	Atlantic & G. O.....Md.	50,000	50		100c	Garrison's (G.)....."	100,000	5		
Cheticamp....."	20,000				Newton.....Ca.	200,000			1	Baltimore....."		100			Gilbert River (G.).....Ca.	100,000	5		
Chippewa.....L. S.	100,000	5			New York.....L. S.	20,000			5	Bear Valley....."	40,000	12 1/2		2	Gilpin (G.)....."	100,000	5		
Cleveland.....Ca.	20,000				N. Y. & Passaic.....N. J.	100,000			4	Beaver Meadow.....Pa.	100,000	50			Gold....."	100,000	5		
Cliff.....L. S.	20,000				North Cliff.....L. S.	20,000			10c	Belmont....."	10,000	50			Gold Field....."	50,000	10		
Clifton....."	20,000				North Silver Lake....."	20,000			3	Big Mountain.....Pa.					Gold Hill....."	50,000	10		
Collin....."	20,000				North State....."	20,000			32	Blackhall.....N. S.	8,000	25			Gold River....."	100,000	3		
Columbian....."	20,000				North Sutton.....Ca.	100,000			7 1/2	Boston & Pictou....."	100,000	5			Gould & Curry (G. & S.) N.	300,000	10		
Consolidated....."	20,000				North Western.....L. S.	20,000			5 1/2	Bridgeport.....Pa.	30,000	10			Gunnell (G.)....."	100,000	10		
Copper Falls....."	20,000			24 1/2	Norwich....."	20,000			2	Broad Mountain....."	30,000	10			Halifax (G.).....N. S.	200,000	2		
Copper Harbor....."	200,000	1		15c	Odessa....."	20,000			25c	Butler....."					Holman (G.)....."	150,000	2		
Copper Hill....."	50,000	10		25c	Ontonagon....."	20,000			1	Cape Britton.....N. S.	200,000	2 1/2			Hope (G.)....."	80,000	25	10	
Copperas Hill....."	100,000	2		15c	Ottawa.....Ca.	200,000			2 1/2	Carbondale.....Pa.					Isaac's Harbor (G.) N. S.	100,000	5		
Cornwall.....Vt.	20,000				Pacific.....L. S.	20,000			14 1/2	Central....."					Isabella (G.)....."	100,000	5		
Cotacot.....L. S.	20,000				Pennsylvania....."	20,000			34 1/2	Clinton....."					Kennebec (G.)....."	100,000	5		
Dana....."	20,000				Petherick....."	20,000			34 1/2	Coal Brook....."	4,000	50			Kent (G.).....N. S.	200,000	1		
Deep River.....N. C.	20,000				Phila. & Boston....."	20,000			15	Continental....."	10,000	50			Lake (G.)....."	100,000	5		
Delaware.....L. S.	20,000				Phoenix....."	20,000			14	Cumberland (pref.) Md.	50,000	100			Lake Major.....N. S.	12,000	50		
Derby....."	20,000				Pittsburg & Boston....."	20,000			47	Daniel Webster....."	5,000	100			Libertad (G. & S.) Mex.				
Devon....."	20,000				Pontiac....."	20,000			3 1/2	East Mahanoy.....Pa.					Manhattan (G.)....."	100,000	10		
Dorchester....."	20,000				Prince of Wales.....Ca.	200,000				Everhart....."	20,000	25			Mariposa (G.)....."	100,000	5		
Douglas.....Ca.	200,000				Providence.....L. S.	20,000			1	Franklin.....Pa.	5,000	100			Massachusetts (G.) Ca.	500,000	100	13	
Dover.....L. S.	20,000				Quincy....."	20,000			10	Fulton....."	60,000	5			Mex. Pac. (G. & S.) Mex.	100,000	10		
Dudley.....Ca.	20,000				Raid Hill.....Ca.	20,000			46	Gilbertson....."	5,000	100			Montague (G.).....N. S.	50,000	10		
Dunham.....Ca.	200,000	2 1/2		25c	Reliance.....L. S.	20,000			7 1/2	George's Creek.....Pa.	10,000	100			Montana (G.)....."	100,000	5		
Durham....."	200,000	5		25c	Richford....."	60,000				Grand Tunnel....."	4,000	100			Montezuma (G. & S.) N.	100,000	5		
Eagle River.....L. S.	20,000			3 1/2	Ridge.....L. S.	20,000			5	Hampton & Balt. Md.					Mt. Alpine (G.)....."	250,000	5		
El Dorado (Silver)....."	25,000				Rockland....."	20,000			3 1/2	Hazleton.....Pa.	32,300	50			Mt. Vista (G. & S.) Nev.	50,000	10		
Esot.....Ca.	200,000	20		20c	Roscoe.....Ca.	200,000			5	Henry Clay....."	3,000	100			New England (G.)....."	50			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length, equi- val in single track.	In progress or projected.	Equip- ment.		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horse.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Nett.			
30 Nov. '64	3.38				MASSACHUSETTS.									
30 Nov. '64	4.52				Boston and Chelsea.	110,000	110,000			8,800	7,409			27
30 Nov. '64	27.43		179	28	Broadway, Boston.	256,257	250,000			129,615	15,895			434
30 Nov. '64					Cambridge	734,671	727,800	150,000		94 (Union Co.)				91
30 Nov. '64		7.5			Dedham and West Roxbury		41,000							
30 Nov. '64	1.41				Dorchester and Roxbury	18,742	12,000			6,660 (Metropoli'n)	766			46
30 Nov. '64	2.80				Lowell (Horse).	43,894	40,129			3,590	11,062			
30 Nov. '64	11.75		200	31	Lynn and Boston.	254,611	200,000	50,000		18,165	129,927	12,197		64
30 Nov. '64	3.41				Malden and Melrose.	60,246	200,000	73,100	66,222	20,807				254
30 Nov. '64	2.97				Medford and Charlestown	35,000	23,000	11,000		(Middl exes)				50
30 Nov. '64	31.85		341	140	Metropolitan (Boston)	1,420,141	1,176,075		218,487	580,043	49,981			464
30 Nov. '64	6.84		283	41	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236				3
30 Nov. '64	6.69		75	9	Quincy.	135,243	71,000	55,533	31,533	28,510	1,360			40
30 Nov. '64	6.75		66	15	Salem & South Daxvers.	173,980	150,000			25,800	37,017			
30 Nov. '64	2.68				Somerville.	50,000	50,000			(Middl exes)				25
30 Nov. '64	2.50		10	2	Stoneham street (Boston).	35,300	32,900			7,454				
30 Nov. '64	6.74				Suburban.	95,500	5,000			(Middl exes)				
30 Nov. '64	6.00		70		Suffolk (Boston).	(Sold to Metro.				34,198	1,261			
30 Nov. '64			411	63	Union (Transportation).	241,441	160,000	20,000	144,316	278,428				864
30 Nov. '64	1.53				West Cambridge.	13,600	13,600			(Lea sed)				47
30 Nov. '64	2.25				Winnisimmet.	62,154	60,000		939	21,389				
30 Nov. '64	11.60		59	8	Worcester.	86,687	75,500		53,668	25,453				
31 Jan. '64	3.0	3.0	45	7	CONNECTICUT.									
31 Dec. '62	8.5		11	3	Fairhaven and Westville.	100,000	100,000							8
					Hartford and Wethersfield	300,000	300,000							
30 Sep. '64	10.76		32	28	NEW YORK.									
30 Sep. '64	14.33				Broadway (Brooklyn).	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	7.00	2.80			Brooklyn & 7th Ave., N. Y.	3,298,245	2,100,000	1,000,000	75,000	95,551	18,965		100	69
30 Sep. '64	24.00		48	22	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,831	2,942			55
30 Sep. '64	56.18	1.90	140	29	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	9	100	130
30 Sep. '64	11.75	4.00			Brooklyn City.	1,330,717	1,000,000	170,000	15,000	694,333	77,142	84		
30 Sep. '64	0.00	9.41			Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162			
30 Sep. '64	18.00				Brooklyn City & Ridgewood	161,137	140,500	20,000	4,837					
30 Sep. '64	25.00				Brooklyn City & Rookaway		12,000		700					
30 Sep. '64	23.03				Brooklyn, E. N. Y. & R'kw'y	90,000	50,000	25,000						
30 Sep. '64	10.00	3.00	99	12	Buffalo Street	35,500	15,000	18,500						
30 Sep. '64	17.25		32		Canarsie, B'klyn & Windf'd.	1,330,302	771,350	550,000		327,713	30,493		100	
30 Sep. '64	6.00				Central City (Syracuse).	603,889	500,000	113,000		100,438	9,148			
30 Sep. '64	18.50	1.00	101		East & North River (N. Y.).	650	650					12	100	
30 Sep. '64	12.00	1.00	50		Eighth Avenue (N. Y.).	1,168,162	1,000,000	44,000	5,000	452,701	4,208	12		
30 Sep. '64	4.52				42d st., & Grand st., Ferry.	951,570	660,000	261,600	33,282	178,056	22,293			
30 Sep. '64	10.00		17	2	Fourteenth Street (N. Y.).							8		
30 Sep. '64					Grand St. & Newtown (W'g)									
30 Sep. '64					Harlem Br., Morris & Ford'm	158,749	72,000	88,000		34,660	897			
30 Sep. '64					Main & Ohio St. (Buffalo)									
30 Sep. '64	11.00	7.00	34		Niagara Street (Buffalo)									
30 Sep. '64					Ninth Avenue (N. Y.).	451,154	795,360	67,000		90,108	loss.		100	
30 Sep. '64		11.00			N. Riv. & Wall st. Ferry (N. Y.).	1,200	1,200							
30 Sep. '64	7.50	3.40	23		Port Morris & Westchester.	237,889	134,000	91,000	10,000	47,739				
30 Sep. '64	16.00		40	26	Rochester City & Brighton.	1,155,615	650,000	520,000	53,000	350,718	20,134		100	65
30 Sep. '64	8.37				Second Avenue (N. Y.).	1,222,621	750,000			424,806	14,753	5	100	136
30 Sep. '64	17.50		137	3	Sixth Avenue (N. Y.).	1,958,354	1,170,000	1,180,000	35,000	844,701	171,587	12	100	240
30 Sep. '64	6.50	9.00	18		Tenth Av. & 32d st. (N. Y.).	50,000				leas.				
30 Sep. '64	1.50		3		Third Avenue (N. Y.).	193,945	124,500	65,500	7,000	18,295	loss.			
30 Sep. '64		12.00			Troy and Cohoes.	62,000	50,000	12,000		10,856	2,380			
					Utica City.	15,000	15,000							
31 Dec. '62	5.32		7		V. Brunt st. & Erie Bas. (Buff.)	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50	8		Williamsburgh & Coney Is'd	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47				NEW JERSEY.									
31 Dec. '62	17.00		150	22	Hoboken and Hudson City.	411,000	211,000	200,300		71,050	19,183		50	
31 Dec. '62	5.80				Hoboken and Weehawken.	100,000	40,000	60,000						
31 Oct. '65	7.89		142	24	Jersey City & Bergen Point	235,421	100,000	135,000	10,318	114,721	34,877	40	10	57
31 Oct. '65	5.50		122	21	Orange and Newark.	185,024	100,000	56,300		286,861	91,545	10	50	
31 Oct. '65	12.33		262	40	West Hoboken & Hoboken.	765,569	491,620	200,000		62,732	8,227			
31 Oct. '65	6.09		86	18	PAENSYLVANIA.									
31 Oct. '65	4.50		196	33	Chestnut & Walnut (Phila.)	232,953	150,000	100,000		158,803	39,721	2	50	32
30 Nov. '65	19.00		250	44	Citizens' (Pittsburg).	385,169	112,245	250,000		19,195	49,561			
31 Oct. '65	5.04		120	25	Frankford & Southw'k (Ph.)	114,511	160,000			122,866	36,832	4	50	25
31 Oct. '65	2.00		25	4	Fairm't Pk. & Del. Riv. (Ph.)	49,504	30,118		9,000	6,726	3,562		25	
31 Oct. '65	19.00		329	66	Green & Coates st. (Phila.)									
31 Oct. '65	4.50		103	16	Germantown.	156,000	90,000	50,200	16,000	72,460	14,007		25	11
31 Oct. '65					Girard College (Phila.)									
31 Oct. '65	3.75		124	18	Harrisburg City.	98,585	75,000	35,000	150	88,795	20,243	16	50	
31 Oct. '65	2.08		67	12	Hestonv., Mantua & Fairm't	66,440	54,000	22,600		67,040	14,278	14	50	
31 Oct. '65	3.80		165	27	Lombard & South st. (Phila.)	240,284	100,000	135,000		149,978	69,722	74	50	
31 Oct. '65	5.00		64	10	Pittsb., Allegheny & Manch'r	86,383	100,000	17,000		33,781	6,494	5	20	
31 Oct. '65	4.50		51	10	Pittsburg & Birmingham.	179,635	120,000	65,300		41,737	6,903		50	124
31 Oct. '65	18.09		431	67	Philadelphia City.	472,631	203,757	137,300		437,562	155,880	10	50	72
31 Oct. '65	5.62		87	9	Philadelphia and Darby.	114,368	120,000			51,683	9,187		50	13
31 Oct. '65	7.00		118	16	Ridge Avenue & Manyunk.	249,411	217,697	15,000	10,000	84,900	20,545	44	25	394
31 Oct. '65	6.25		210	35	Second & Third st. (Phila.)	176,048	192,750			210,143	87,510	94	50	514
31 Oct. '65	7.00		143	23	10th & 11th st. (Citizens').					143,038	38,435		50	194
31 Oct. '65	23.05		412	70	13th & 15th st. (Phila.)	527,185	291,475	80,000	263,128	208,593	5,800		50	364
31 Oct. '65	6.00		327	52	Union, Philadelphia.	355,105	249,100	100,000	10,000	309,261	81,335	10	50	70
31 Oct. '65	1.00		9	4	West Philadelphia.		15,150		622	3,687	1,851		25	
					Williamsport.									
31 Dec. '62	21.00		340	50	MARYLAND.									
31 Dec. '62	5.00				Baltimore City.	700,000	670,000		31,540	239,050	21,058		19	
31 Dec. '62	5.00				OHIO.									
31 Dec. '62	3.81				Cincinnati Street	151,913	150,000							
31 Dec. '62	3.63				City (Cinc.) Passenger.	111,412	100,000							
					Passenger (Cinc.).	69,837	50,000							
					Pendleton & S. st. Mart. (Cin.)	70,000	50,000							

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	pc	Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	Var.	---
Broadway & 7th Avenue:					
1st Mortgage	200,000	7	J. & D.	1884	---
Brooklyn, Bath & Coney Is'd					
1st Mortgage	76,000	7	J. & J.	1883	---
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	---
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	59
Central Park, East & North River:					
1st Mortgage	650,000	7	J. & J.	1874	---
Citizens' (Pittsburg):					
1st Mortgage	67,900	7	J. & J.	1870	---
Cliffondale:					
1st Mortgage	25,000	6	J. & J.	1871	---
Coney Island and Brooklyn:					
1st Mortgage	113,000	7	J. & J.	1873	---
Delaware County:					
1st Mortgage	6,500	7			---
Dorchester:					
Real Estate Mortgage	5,000	6			---
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	---
Real Estate	134,500	7	J. & J.		---
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br., Morris & Ford'm					
1st Mortgage	88,000	7	J. & J.		---
Hestonville, Mantua & Fair- mount:					
1st Mortgage	40,000	7	J. & J.	1869	---
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	88
Malden and Melrose:					
1st Mortgage guaranteed	73,100	6		1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	11,000	6			---
Middlesex:					
1st Mortgage	31,000				---
Malden & Melrose bonds	51,762				---
Real Estate	4,000				---
Ninth Avenue:					
1st Mortgage	67,000	7			---
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	---
" O. & Newark	100,000	7	J. & J.	1880	---
2d Mortgage "	100,000	7	J. & J.	1883	---
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	---
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	---
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	---
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	---
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	---
Quincy:					
Plain bonds	50,000		M. & S.	1868	---
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	---
Rochester City & Brighton					
1st Mortgage	91,000	7	J. & J.		---
Second Avenue:					
1st Mortgage	550,000	7	J. & D.	1867	---
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	102
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	---
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	---
Real Estate bonds	180,000				---
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	---
Utica City:					
1st Mortgage	65,500	7			---
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	---
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	---

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 1, 1886.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Periods.	WHEN DUE.	Market Price.			Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.											
Loan of Jan. 28, 1847.....registered	\$9,416,250	6	Jan. & July.	1867	119	Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	107
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	114	" " " " " " " " " " " "	600,000	5	"	'77-'78	96
" " " " " " " " " " " "		6	"	1868	115	" " " " " " " " " " " "	600,000	5	May & Nov.	1893	94
Texas Indemnity of Sep. 9, 1850.....coupon	662,900	5	"	1865		" " " " " " " " " " " "	1,000,000	5	"	1883	94
Loan of June 14, 1855.....registered	20,000,000	5	"	1874	95	" " " " " " " " " " " "	168,000	5	"	1880	96
Loan of June 22, 1860.....coupon	7,022,000	5	"	1874	97	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92
Oregon War Debt of March, 1861.....coupon	1,016,000	5	"	1871	98	" " " " " " " " " " " "	100,000	6	"	1879	
Loan of Feb. 8, 1861.....registered	18,415,000	6	"	1871	98	" " " " " " " " " " " "	567,000	7	"	1886	95
Loan of July 17, & Aug. 5, 1861.....coupon	284,234,650	6	"	1881	103	" " " " " " " " " " " "	2,000,000	6	"	'68-'83	
Loan of Feb. 25, 1862 (5-20s).....coupon	514,780,000	6	"	1881	102	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1887	97
Bonds, Central Pacific R. R. Co. (E. D.).....	85,175,500	6	Yearly.	1881	102	" " " " " " " " " " " "	100,000	7	"	1871	
Bonds, Union Pacific R. R. Co. (E. D.).....	2,372,006	6	Jan. & July.	1881	108	" " " " " " " " " " " "	2,275,000	6	"	1883	
Loan of March 3, 1864 (10-40s).....registered	171,219,100	6	"	1881	108	Mississippi—State bonds (Banks).....coupon	2,000,000	6	Jan. & July.	'41-'71	
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	"	1881	108	" " " " " " " " " " " "	65,000	5 1/2	"	1863	
Treasury Notes of July 17, 1861.....coupon	167,350	7.3	"	1881	108	Missouri—Bank Stock Loan of 1857.....	199,000	6	"	1863	74
" " " " " " " " " " " " " " " " " "	817,014,000	7.3	"	1881	108	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	
Debt Certificates.....	62,253,000	6	"	1882	102	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	
One & Two Year Treasury Notes (legal tender)	8,636,900	6	"	1882	101	" " " " " " " " " " " "	200,000	6	"	1883	
Three Year's Compound Interest notes of '64	172,012,141	6	"	1885	101	" " " " " " " " " " " "	7,000,000	6	"	'72-'88	74
United States Notes (greenbacks).....	422,749,252	6	May & Nov.	1885	101	" " " " " " " " " " " "	4,500,000	6	"	'87-'89	
Fractional currency.....	28,006,452	6	Jan. & July.	1895		" " " " " " " " " " " "	3,000,000	6	"	'73-'87	77
STATE LOANS.											
Alabama—State bonds.....coupon	3,423,000	5	Mar. & Sept.	1904	96	" " " " " " " " " " " "	4,350,000	6	"	'72-'87	
Arkansas—State bonds (R. E. Pk.).....coupon	899,000	6	"	1904	95	" " " " " " " " " " " "	3,501,000	6	"	'73-'89	
" " " " " " " " " " " " " " " " " "	610,000	5	"	1884	102	" " " " " " " " " " " "	650,000	6	"	'87-'89	
" " " " " " " " " " " " " " " " " "	38,000	6	"	1884	101	" " " " " " " " " " " "	700,000	6	"	1889	
California—Civil bonds of 1857.....coupon	3,727,500	7	May & Nov.	1884	101	" " " " " " " " " " " "	431,000	9	June & Dec.	'64-'66	
" " " " " " " " " " " " " " " " " "	108,500	7	"	1885	101	" " " " " " " " " " " "	780,000	6	Feb. & Aug.	1876	92
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'82	95	" " " " " " " " " " " "	555,100	6	Jan. & July.	Var.	
Florida—State bonds.....coupon	143,000	7	"	1882	92	" " " " " " " " " " " "	200,000	6	Jan. & July.	'65-'71	
Georgia—State bonds.....coupon	72,000	6	"	1872		" " " " " " " " " " " "	561,820	6	"	1871	
" " " " " " " " " " " " " " " " " "	2,073,750	6	"	'63-'80	100	" " " " " " " " " " " "	200,000	5	Jan. & July.	pleas.	
" " " " " " " " " " " " " " " " " "	525,000	7	"	'62-'72		" " " " " " " " " " " "	561,500	5	"	pleas.	
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	98	" " " " " " " " " " " "	348,107	5	"	1875	
" " " " " " " " " " " " " " " " " "	1,322,085	6	"	1877	98	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	
" " " " " " " " " " " " " " " " " "	737,232	6	"	1860	86	" " " " " " " " " " " "	1,158,781	6	Jan. & July.	pleas.	
" " " " " " " " " " " " " " " " " "	2,187,000	6	"	'63-'80	96	" " " " " " " " " " " "	1,300,000	7	"	'68-'78	
" " " " " " " " " " " " " " " " " "	2,000,000	6	"	1879	96	" " " " " " " " " " " "	700,000	5	"	1870	
" " " " " " " " " " " " " " " " " "	1,778,423	6	"	1870	87	" " " " " " " " " " " "	28,698	5	"	d'm'd.	
" " " " " " " " " " " " " " " " " "	1,969,397	6	"	1870	87	" " " " " " " " " " " "	11,050	5 1/2	"	d'm'd.	
Indiana—State stock.....registered	6,325,500	5	Jan. & July.	1886	80	" " " " " " " " " " " "	14,230	6	"	d'm'd.	
" " " " " " " " " " " " " " " " " "	2,058,173	2 1/2	"	1886	80	" " " " " " " " " " " "	421,003	6	Jan. & July.	'65-'67	
" " " " " " " " " " " " " " " " " "	391,000	6	May & Nov.	1881	92	" " " " " " " " " " " "	287,700	4 1/2	J. A., J. & O.	1864	
" " " " " " " " " " " " " " " " " "	1,371,780	6	"	1879	96	" " " " " " " " " " " "	65,000	5	Feb. & Aug.	1876	
" " " " " " " " " " " " " " " " " "	4,079,600	5	"	1870	87	" " " " " " " " " " " "	28,000	5 1/2	J. A., J. & O.	1865	
" " " " " " " " " " " " " " " " " "	1,216,737	5	"	1870	87	" " " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1865	
" " " " " " " " " " " " " " " " " "	1,243,000	5	"	1879	96	" " " " " " " " " " " "	100,000	6	"	1867	
" " " " " " " " " " " " " " " " " "	479,545	7	"	1868		" " " " " " " " " " " "	9,222,274	6	"	'63-'74	
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868		" " " " " " " " " " " "	15,889,025	7	"	'64-'76	
" " " " " " " " " " " " " " " " " "	800,000	10	Annually.	'81-'82	d'm'd.	" " " " " " " " " " " "	1,200,000	7	"	1864	
" " " " " " " " " " " " " " " " " "	122,295	7	Jan. & July.	1876		" " " " " " " " " " " "	9,129,505	6	Various.	Var.	83
Kansas—State bonds (sinking fund).....coupon	146,000	7	May & Nov.	1878		" " " " " " " " " " " "	1,258,279	6	Jan. & July.	1860	
" " " " " " " " " " " " " " " " " "	54,000	7	July.	1883		" " " " " " " " " " " "	1,015,000	5	"	1865	
" " " " " " " " " " " " " " " " " "	65,000	5	Jan. & July.	'65-'75		" " " " " " " " " " " "	379,886	6	"	1868	
Kentucky—State bonds.....coupon	4,800,000	5	"	'81-'91		" " " " " " " " " " " "	2,183,532	6	"	1870	83
" " " " " " " " " " " " " " " " " "	600,000	5	"	'93-'96		" " " " " " " " " " " "	1,600,000	6	"	1875	95
" " " " " " " " " " " " " " " " " "	67,500	6	"	1891		" " " " " " " " " " " "	4,095,309	6	"	1881	96
" " " " " " " " " " " " " " " " " "	2,000,000	6	"	'91-'96	94	" " " " " " " " " " " "	2,400,000	6	"	1886	97
Louisiana—State bonds (R. R. etc.).....coupon	516,130	6	"	1871		" " " " " " " " " " " "	125,680	6	"	1863	96
" " " " " " " " " " " " " " " " " "	3,902,000	6	"	'67-'99	97	" " " " " " " " " " " "	1,500	6	"	1866	
" " " " " " " " " " " " " " " " " "	5,398,533	6	"			" " " " " " " " " " " "	279,313	6	"	1868	
" " " " " " " " " " " " " " " " " "	670,000	6	"			" " " " " " " " " " " "	2,920,403	6	Yearly.		
Maine—State bonds.....coupon	1,000,000	6	Mar. & Sept.	'63-'77	95	" " " " " " " " " " " "	55,372	4 1/2	April & Oct.	due.	
" " " " " " " " " " " " " " " " " "	816,000	6	Jan. & July.	'81-'83	92	" " " " " " " " " " " "	131,200	4 1/2	Jan. & July.	due.	
Maryland—State bonds (st'g conv.).....	200,376	5	"	1865		" " " " " " " " " " " "	10,780,095	5	Feb. & Aug.	due.	88
" " " " " " " " " " " " " " " " " "	5,585,555	5	"	1865		" " " " " " " " " " " "	3,886,070	5	Mar. & Sept.	due.	
" " " " " " " " " " " " " " " " " "	2,490,569	5	"	'89-'90		" " " " " " " " " " " "	3,690,614	5	June & Dec.	due.	
" " " " " " " " " " " " " " " " " "	500,000	4 1/2	Chiefly quarterly.	1890		" " " " " " " " " " " "	3,241,898	6	Feb. & Aug.	1882	
" " " " " " " " " " " " " " " " " "	100,000	5	"	1888		" " " " " " " " " " " "	210,263	4 1/2	Jan. & July.	1882	
" " " " " " " " " " " " " " " " " "	767,560	5	"	'89-'90		" " " " " " " " " " " "	200,000	5	"	1864	
" " " " " " " " " " " " " " " " " "	399,408	5	"	1871		" " " " " " " " " " " "	1,177,890	5	Feb. & Aug.	1864	
" " " " " " " " " " " " " " " " " "	148,711	5	"	'91-'96	94	" " " " " " " " " " " "	675,029	5	June & Dec.	1864	
" " " " " " " " " " " " " " " " " "	133,689	6	"	1870		" " " " " " " " " " " "	1,045,829	5	Jan. & July.	1865	
" " " " " " " " " " " " " " " " " "	3,000,000	6	"	1885		" " " " " " " " " " " "	1,558,873	5	"	1868	
" " " " " " " " " " " " " " " " " "	35,000	6	"	'89-'90	100	" " " " " " " " " " " "	2,277,755	5	"	1870	
" " " " " " " " " " " " " " " " " "	603,333	6	"	'89-'90	100	" " " " " " " " " " " "	1,766,214	5	Feb. & Aug.	1877	84
Massachusetts—State b'ds (Western R.R.).....stg.	3,998,555	6	April & Oct.	'68-'71		" " " " " " " " " " " "	4,860,000	5	"	1878	88
" " " " " " " " " " " " " " " " " "	508,380	6	"	'88-'90		" " " " " " " " " " " "	428,000	5	"	1879	
" " " " " " " " " " " " " " " " " "	416,500	6	"	'90-'91		" " " " " " " " " " " "	400,000	5	April & Oct.	1882	
" " " " " " " " " " " " " " " " " "	300,000	6	"	1893		" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	94
" " " " " " " " " " " " " " " " " "	500,000	6	Jan. & July.	'65-'71		" " " " " " " " " " " "	360,937	5	"		
" " " " " " " " " " " " " " " " " "	400,000	6	"	1870		" " " " " " " " " " " "	97,360	6	Feb. & Aug.	1871	101
" " " " " " " " " " " " " " " " " "	150,000	6	"	1870		" " " " " " " " " " " "	3,000,000	6	Mar. & Sept.	1882	92
" " " " " " " " " " " " " " " " " "	345,000	6	June & Dec.	'68-'77		"</					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	207,298	229,041	226,733	197,267	214,679	314,621	332,098	406,076	446,044	396,847	381,810	367,565	3,709,970
1865	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	719,911	731,270	699,762	6,938,611
1866	504,991												
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,189	98,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	116,201	111,956	1,226,001
1863	109,850	101,355	104,372	122,084	132,801	145,542	149,137	157,948	170,044	170,910	166,869	163,294	1,673,708
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,287	312,165	354,554	320,879	307,803	282,015	2,770,494
1865	280,503	275,283	299,063	268,480	322,278	355,270	336,985	409,251	401,280	367,968	307,919	236,824	3,840,092
1866	210,171	207,913	301,886										
Chicago and Rock Island:													
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,376	76,459	102,353	138,734	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,969,287
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	249,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	360,707	261,141	190,272	3,222,092
1866	237,555	174,164	226,251										
Chicago and Northwestern:													
1863						366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864		317,839	390,355	421,363	466,830	555,145	430,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865		541,005	499,296	468,353	655,623	747,944	702,681	767,508	946,707	921,886	749,101	546,609	7,968,980
1866		405,634	523,744										
Chicago and Great Eastern:													
1861	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,534	25,461	211,077
1862	24,343	24,544	22,773	19,467	22,411	22,618	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1863	33,829	35,804	38,435	40,641	37,588	38,068	30,208	60,198	61,485	61,787	61,386	60,895	628,864
1864	47,393	56,565	67,822	61,512	59,182	53,178	53,518	88,458	87,037	97,378	94,543	78,111	860,498
1865	77,878	77,242	83,450	75,514	76,574	91,937	91,075	97,145	106,389	116,610	116,293	91,564	1,103,821
1866	90,416	79,430	111,102										
Erie:													
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	609,097	601,595	638,006	626,070	587,410	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,501	966,294	1,024,649	1,035,321	10,469,481
1864	934,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,455,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,437,776
1866		933,856	1,070,434										
Illinois Central:													
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	268,637	181,084	191,648	206,246	269,252	261,079	352,788	414,543	410,336	372,693	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	345,929	511,305	478,578	496,433	437,679	424,531	4,171,028
1864	327,900	416,598	459,762	422,797	466,372	510,100	423,578	640,179	799,238	661,391	657,141	603,402	6,329,447
1865	571,536	571,536	616,695	616,695	460,573	617,682	578,403	747,469	739,736	641,659	643,887	618,088	7,181,208
1866	532,823	512,628	516,822										
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,219
1863	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,678	93,546	96,908	95,453	1,088,165
1865	96,672	87,791	93,763	78,367	76,248	107,525	104,608	115,184	126,252	116,495	110,146	105,767	1,224,058
1866	90,071	84,815	82,910										
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,183,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,061	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,200	71,587	69,353	155,417	205,055	138,342	112,913	1,247,268
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,888	217,160	170,556	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,597	72,135										
Michigan Southern & Northern Indiana:													
1861	140,925	116,933	153,170	180,961	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	567,227	288,613	294,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,802,541
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,811	356,862	402,219	407,107	448,934	411,806	4,126,163
1865	363,996	368,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	496,072	351,799	4,826,722
1866	312,546	277,234	412,393										
Michigan Central:													
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	195,540	251,423	300,474	198,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,348	307,533	242,089	200,134	2,124,814
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,855	276,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,108,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,569	4,504,549
1866	282,438	266,796	337,158										
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	86,528	86,528	95,905	106,269	203,018	237,562	261,906	241,370	300,841	395,579	346,717	171,125	2,585,601
1866	131,707	122,621	124,175										
New York Central:													
1860	387,128	402,530	561,078	585,141	551,700	496,943	544,494	692,382	808,985	811,458	730,736	523,047	7,154,622
1861	459,065	420,793	627,051	689,688	677,073	558,743	523,133	662,076	696,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,758	9,038,244
1863	920,272	900,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,622	1,045,401	1,107,818	11,069,863
1864	936,587	921,831	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,857,709
1865	957,869	618,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,406,752	1,524,434				
Philadelphia and Reading:													
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,306	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	100,538	191,266	252,154	263,917	270,051	289,987	265,358	294,456				

AMERICAN RAILROAD BOND LIST.

") signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida :							Chicago and Milwaukee :						
Mortgage	\$300,000	7			1867		1st General Mor.	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern :						
Alabama and Tenn. Rivers :							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	---
1st Mortgage convertible	832,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island :						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	96½
Albany and Susquehanna :							Income bonds	53,500	8	May & Nov.	"	var.	---
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern :						
Allegheny Valley :							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	85
Atlantic and Gt. Western :							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	80½
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	800,000	7	"	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	---
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
2d Mortgage	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	79
1st Mortgage, Franklin Branch	528,000	7			1882		Flag Trust Bonds	245,900	8	Jan. & July.	"	---	---
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	89	Cincinnati, Hamilton and Dayton :						
2d Mortgage	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1887	110
1st Mortgage, Buffalo Ext'n.	2,000,000	7			1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	110
1st Mortgage, Silver Creek	300,000	7			1884		Cincinnati, and Zanesville :						
Consolidated Bonds	13,868,000	7			1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	---
Atlantic and St. Lawrence :							Cleveland and Mahoning :						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	900	7	March & Sept.	"	1864	110
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		3d Mortgage	587,000	8	"	"	1876	---
Baltimore and Ohio :							Hubbard Branch	105,800	7			---	---
Maryland Sterling B'ds of 1835	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula :						
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	94½	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
"	676,000	6	Jan. & July.	"	1880	95	Dividend Mortgage	1,000,000	7			1880	---
"	1,085,000	6	Jan. & July.	"	1875	94½	Cleveland and Pittsburg :						
"	960,084	6	Ja. Ap. Ju. Oc.	"	1867	95	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Bay de Noquet and Marquette :							4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	73½
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7			1887	---
Bellefontaine and Indiana :							Dividend bonds	16,725	7			---	---
1st Mortgage convertible	803,000	7	Jan. & July.	New York.	1866	101½	Income bonds	3,500	7			---	---
1st Mortgage extended	422,000	7	"	"	'70-'90		Clev., Columbus and Cin. :						
2d Mortgage	116,000	7	"	"	1870		1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	---
Income bonds	87,000	7			1870		Cleveland and Toledo :						
Belvidere Delaware :							Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	---
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	1872	---
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	---
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1885	---
Boston Concord and Montreal :							C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	---
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1885	96
1st Mortgage	300,000	7	"	New York.	1865		Columbus and Xenia :						
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Dividend	26,860	7	June & Dec.	New York.	1866	---
2d Mortgage Coupons	250,000	7	"	New York.	1870		Mortgage	248,000	7			---	---
Sinking Fund	200,000	6	"	Boston.	1889	100	Connecticut River :						
Boston and Lowell :							Mortgage	250,000	6	March & Sept.	Boston.	1878	94½
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95½	Connecticut and Passump. Rivers :						
"	200,000	6			1879		1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90½
Buffalo, New York and Erie :							Cumberland Valley :						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	---
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	2d Mortgage	109,500	8	"	"	1904	---
Buffalo and State Line :							Dayton and Michigan :						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		2d Mortgage	2,655,000	8	"	"	1881	108
Special Erie and North-East	149,000	7	"	"	'61-'70		3d Mortgage	642,000	7			---	---
Burlington and Missouri :							Toledo depot bonds	162,500	7			---	---
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		Dayton and Western :						
Cairo and Fulton (Mo.) :							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
State (Mo.) Loan	650,000	6			'78-'70		2d Mortgage	250,000	7	June & Dec.	"	40	---
Camden and Amboy :							Delaware :						
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102½
American Loan	63,000	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	106
Loan for \$500,000	229,700	6	"	"	1867	97	State Loan	170,000	6	"	"	1870	---
" \$800,000	423,690	6	"	"	1870	89	Delaware, Lackawanna and W'n :						
" \$675,000	675,000	6	"	"	1875	85	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
" \$1,700,000	1,700,000	6	"	"	1883	84	2d Mortgage (Lack. & Western)	1,499,000	7	"	"	1875	98
" \$2,500,000	867,000	6	"	"	1889	84	2d Mortgage	2,516,500	7	March & Sept.	"	1881	100
Consolid. Mort. Loan \$5,000,000	4,289,400	6	"	"	1889	99	Des Moines Valley :						
Camden and Atlantic :							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		Income	348,000	7	Jan. & July.	"	1884	80
Catawissa :							Detroit and Milwaukee :						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna :							2d Mortgage	1,000,000	8	"	"	1866	---
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	---
Central of New Jersey :							4th Mortgage (G. W. R. R.)	500,000	8			---	---
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	101	Dubuque and Sioux City :						
2d Mortgage	600,000	7	May & Nov.	"	1875	106	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	---
Central Ohio :							Construction bonds, 2d Div'n	660,000	7			---	---
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	Eastern (Mass.) :						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	94½	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	---
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia :						
Income	1,192,200	7	Jan. & July.		'87-'90		State, 1st Mortgage	970,000	7			---	---
Charleston and Savannah :							Endorsed by State of Tennessee	150,000	7			---	---
1st Mortgage (endorsed)	610,000	6			---		Mortgage (ordinary)	790,688	7			---	---
2d Mortgage	1,000,000	7			---		East Tennessee and Virginia :						
Chesapeake :							State, 1st Lien	1,602,000	7			---	---
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90½	Endorsed by State of Tennessee	200,000	7			---	---
Chicago, Burlington & Quincy :							1st Mortgage (after State)	100,000	7			---	---
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108	Redeemable in Stock	66,953	7			---	---
" " " " " "	3,197,000	8	"	"	1883		Eaton and Hamilton :						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	7			var.	---
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort O. M.	1890		Erie and North-East :						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	---
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Evansville and Crawfordsville :						
" " " " " "	6,000	8	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7			1869	---
Chicago and Alton :							Mortgage Bonds	150,000	7			1881	---
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	96	Florida :—						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	96	Internal Improvement (State)	1,655,000	7			1891	---
Income Bonds	1,100,000	7	May & Nov.	"	1883	85	Free Land, 2d Mortgage	1,400,000	8			1891	---

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Memphis and Charleston						
Internal Improvement (State)	\$300,000	7			1891		State [Tenn.] Loan	\$1,100,000	6			1880	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,600,000	7				
Galena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	97	1st Mortgage Sterling	\$467,489	6	Jan. & July.	London.	1872	
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage St'g (convertible)	800,000	8	March & Sept.	"	1869	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869	108
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	107
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,330,500	8	"	"	1882	107
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106	Mich. Southern and N'n Indiana:						
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102½	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Hannibal and St. Joseph:							Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	77	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Land Security	3,344,500	7	April & Oct.	"	1881	92	Goshen Air Line	651,000	7	"	"	1868	92
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Detroit and Toledo	734,000	7	"	"	1876	98
Harrisburg and Lancaster:							1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	96
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	2d General Mortgage	2,253,500	7	"	"	1877	86
Hartford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	82½
Houston:							2d Mortgage	1,500,000	7	April & Oct.	"	1884	70
Houston and Texas Central:							Real Estate Depot	2,400,000	7	"	"	1874	
State (1st Lien) Loan	210,000						Milwaukee and Prairie du Chien:						
Mortgage	125,000	7			1886		1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
Hudson River:							Minnesota and Pacific						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102½	Real Estate	1,200,000	7	Jan. & July.		1892	
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	102½	Mississippi Central:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	1st Mortgage	1,007,363	7				
Convertible	1,002,000	7	"	"	1867	95½	Mississippi Central and Tenn.:						
Illinois Central:							State (Tenn.) Loan	529,000	6				
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri:						
Construction	6,837,000	7	April & Oct.	London.	1875		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	2,896,500	6	"	New York.	1875	104	2d Mortgage (S. F.)	400,000	8		"		
Redemption bonds	2,563,000	6	"	"	1860		Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18½
Indiana Central:							1st Land Grant	3,612,000	7	"	"		58
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		2d Land Grant	691,000		"	"		
2d Mortgage	361,000	10	"	"		117	Income Bonds	513,300					
Income	20,500						Mississippi and Tennessee:						
Indianapolis and Cincinnati:							Tennessee State Loan	98,000	6			1885	
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	Mississippi State Loan	202,099	6				
2d Mortgage	400,000	7	"	"	1862	100	1st Mortgage	171,000	7			1876	
Real Estate Mortgage	200,000	7			1858	68	Mobile and Ohio:						
Ind. Pittsburg and Cleveland:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	674,860	6				
2d Mortgage	347,000	7	"	"			Alabama State Loan	389,410	6				
Indianapolis and Madison:							Income	1,508,070	6	Jan. & July.	New York.	61-67	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Sterling	878,036	6			1883	
Jeffersonville:							Mississippi State Loan	200,970	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Mongomery and West Point:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	132,622					
Joliet and Chicago:							Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Mortgage	450,000	8			1866	
Joliet and N. Indiana:							Morris and Essex:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Kennebec and Portland:							Musacoe:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7				
2d Mortgage	230,000	6	"	Augusta.	1861		Nashville and Chattanooga:						
*Kentucky Centr. (Cov. and Lex.)							Mortgage (State endorsed)	1,500,000					
1st Mortgage	160,000	6					Chat. and Olev. Subsc. (endors.)	231,000					
1st Mortgage	260,000	7					*New Albany and Salem:						
2d Mortgage (convertible)	1,006,000	7					1st Mortgage	2,235,000	6				
3d Mortgage	600,000	7					N. Hav., N. Lond. and Ston'ton:						
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93½
Cincinnati (exchanged)	100,000	6					Extension	116,000	6	May & Nov.	"	1878	
La Crosse, Viroqua & Mineral Pt.:							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lehigh Valley:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-annually.	New York.	var.	100
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lackawanna and Bloomsburg:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Extension Bonds	72,800	6	March & Sept.	"	1885	
Lexington and Frankfort:							N. Orleans, Jackson and Gt. North:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	69-74		State [Miss.] Loan	255,000	5			63-78	
Little Miami:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelousa, and Gt. West:						
Long Island:							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New Orleans City Subscription	1,500,000	6				
2d Mortgage	500,000	6	"	"	1870	85½	1st Mort. [S. F.]	566,000	8			1889	
Extension Bonds	175,000	7	May & Nov.	"	1890	110	New York Central:						
Long Dock Co.:							Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Db'ts of former Co's outstanding	100,000					
Louisville and Frankfort:							Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	"	1876	91
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Exchanged St's [S. F.] B'ds	624,000	6	May & Nov.	"	1883	91
1st Mortgage	176,000	6	"	"	66-78		" [B. & N. F.]	78,000	6	"	"	1883	87
Louisville and Nashville:							Real Estate [S. F.] Bonds	185,000	6	"	"	1883	86
State [Tenn.] 1st Lien	560,500	6	Jan. & July.	New York.	68-92		Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883		"	45,550	6	"	"	1883	
Lebanon Branch 1st Mortgage	21,000	7	"	"	1883		Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	102½
Memphis Branch 1st Mortgage	286,000	7	"	"	70-75		Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	90
Maine Central:							New York and Erie:						
Loan \$1,100,000	1,092,900	6			80-81		1st Mortgage	5,000,000	7	May & Nov.	New York.	1867	97½
Loan \$400,000	314,100	6			70-71		2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
McMinnville and Manchester:							3d Mortgage	6,000,000	7	"	"	1883	96½
State [Tenn.]	372,000	6					4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
Mortgage	24,000	7					5th Mortgage	926,500	7	June & Dec.	"	1888	93
Mortgage	10,000	6					Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Marietta and Cincinnati:							Sterling Bonds	3,316,552			London.	1876	
1st Mortgage Bonds	1,091,283	7	Feb. & Aug.	New York.	1891	79½	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Scioto & Hocking Val. R. mort.	300,000						Consolidated	1,000,000	7	Feb. & Aug.	"	1867	100
Memphis, Clarksv. and Louisv.:							3d Mortgage	980,300	7	Jan. & July.	"	1867	94
State [Tenn.] Loan	910,000	6					New York and New Haven:						
Memphis and Ohio:							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1876	
State [Tenn.] Loan	1,340,000	6					N. York, Providence and Boston:						
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$830,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (West'n Division)	757,000	8		"	1875	35
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1862	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1868	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Md. State Loan (Irredeemable)	1,500,000	6					Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000				1873	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84	Sterling (£87,000)	324,000	6			1860	
Northern (Ogdensburg):							Richmond and Petersburg:						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93½	Coupon	159,000				1875	
2d Mortgage	3,077,000	7	"	"	1861	37	Rutland and Burlington:						
North Missouri:							1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95	2d Mortgage	937,500	7	"	"	1863	38½
North Pennsylvania:							3d Mortgage	440,000	7	"	"	1863	1
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½	Sacramento Valley:						
Chattel Mortgage	880,000	10	"	"	1887	111	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Northern (N. H.):							2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92	Sandusky, Dayton and Cincinnati:						
Norwich and Worcester:							1st Mortgage	920,000	7	Feb. & Aug.		1900	67½
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	77,000	7			1886	
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		3d Mortgage	201,500	7			1875	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		Six per cents	75,593	6			1878	
Ohio and Mississippi:							Sandusky, Mansfield and Newark:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80½	1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
1st Mortgage—Western	850,000	7	"	"	1872		Saratoga and Whitehall:						
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage	250,000	7½	April & Oct.	New York.	1858	
Orange and Alexandria:							1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1856	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Seaboard and Roanoke:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	300,000	7			1880	
2d Extension	600,000	8	May & Nov.	"	1873		3d Mortgage	75,000	7			1870	
Pacific (Mo.):							South Carolina:						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74	State Loan	187,000	6			1868	
State Loan (S. W. Branch)	1,238,000	6	"	"	'87-'89		Domestic Bonds	660,000	5			'69-'74	
Construction Main Line	1,314,000	7	"	"			Domestic Bonds, past due	234,000	5				
" S. W. Branch	3,232,000	7	"	"			Sterling	2,000,000	5	Jan. & July.	London.	1866	
St. Louis County bonds	13,000	7	"	"	1885		Southern Mississippi:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101½	South-Western (Ga.):						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	631,000				1875	
Peninsula:							Steuern and Ind. (P. C. and O.):						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	72	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							St. Louis and Iron Mountain:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	State (Mo.) Aid	3,501,000	6		New York.		90
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94½	St. Louis City Subscription	500,000					
2d Mortgage Sterling	2,283,840	6	"	London.	1875		St. Louis County Subscription	1,000,000					
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105	Sunbury and Erie:						
Penobscot and Kennebec:							1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		Syracuse, Binghamton and N. Y.:						
3d Mortgage (Coupon)	800	6	March & Sept.	"	1871		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Peoria and Oquawka:							St. Louis, Alton and Terre Haute:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage (series A.)	1,100,000	7	Jan. & July.	New York.	1894	87
1st Mortg. (E. Ext.) convertible.	600,000	8	June & Dec.	"	1873		" (series B.)	1,100,000	7	April & Oct.	"	1894	
Petersburg and Lynchburg (S. Side):							" (series C.)	1,400,000	7	Feb. & Aug.	"	1894	80
State (Va.) Loan (S. F.)	800,000	7					" (series D.)	1,400,000	7	May & Nov.	"	1894	
1st Mortgage (1859-'70-'75)	365,000	6					" Income (series E.)	1,700,000	7	"	"	1894	76
2d Mortgage (1862-'70-'72)	378,000	6					Toledo, Peoria and Warsaw:						
Special Mortgage (1865-'68)	175,000	6					1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	
Last Mortgage (1861 to 1869)	133,500	8					Terre Haute and Richmond:						
Phila., Germantown and Norris'n:							1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Toledo and Wabash:						
Convertible Loan	292,500	6	"	"	1885	119	1st M. (Toledo and Wabash)	800,000	7	Feb. & Aug.	New York.	1865	90
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	73½
" 1836	182,400	5	"	"	1880		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1840	2,695,600	6	April & Oct.	"	1870	92½	Sinking Fund Bonds	152,255	7				88
" 1861	106,000	6	Jan. & July.	"	1871	96	Equipment bonds	600,000	7				64
" 1843	1,525,800	6	"	"	1880	89	Vermont Central:						
" 1844	804,000	6	"	"	1880	89	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	92
" 1845	101,000	6	"	"	1880	89	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25½
" 1849	67,000	6	"	"	1880	89	Vermont and Massachusetts:						
" 1857 (convertible)	415,500	6	"	"	1886	101	Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	92½
" 1856	60,000	7	"	"	1886		Virginia Central:						
Bonds and mort. on Real Estate	535,332						Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884		Mortgage (coupons)	928,000	6	"	New York.	1884	
Pittsburg and Connellsville:							Virginia and Tennessee:						
1st Mortgage (Turtle Cr. Div.)	400,000	8	Feb. & Aug.	New York.	1889	74½	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	500,000	6	"	New York.	1872	
1st Mortgage (series A.)	875,000	7	Jan. & July.	New York.	1912	100½	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
" (series B.)	875,000	7	Feb. & Aug.	"	1912		Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series C.)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D.)	875,000	7	April & Oct.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series E.)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F.)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d (series G.)	860,000	7	Jan. & July.	"	1912	93½	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series H.)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
" (series I.)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K.)	860,000	7	April & Oct.	"	1912		Sterling (£299,900)	4,319,520	5	April & Oct.	London.	'65-'71	
" (series L.)	860,000	7	May & Nov.	"	1912		Dollar Bonds	950,000	6	"	Boston.	1875	96
" (series M.)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	98
3d	2,000,000	7	April	"	1912	84	Elmira and Williamsport:						
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	598,000	7	May & Nov.	New York.	1866	
Mortgage	500,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1883	
Quincy and Chicago:							Sterling, issued in 1868	144,500	6			1863	
1st Mortgage	1,200,000				1873		Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
ALABAMA.																							
30 Jun. '00	65.0	---	---	---	50.6	---	---	Alabama and Florida	1,451,356	*	---	877,953	508,500	105,255	1,515,704	54.0	---	101,102	37,866	---	---		
28 Feb. '99	30.3	---	---	---	58.1	2	19	Alabama and Mississippi	461,505	30,991	---	335,010	100,500	21,632	518,965	30.3	---	55,791	31,852	---	---		
31 May '00	109.6	---	---	---	57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906	---	1,067,006	777,777	240,485	2,476,023	109.6	---	207,626	111,232	---	---		
30 Jun. '99	57.0	---	---	---	171.3	---	---	Mobile and Girard	1,500,000	---	---	---	---	---	---	57.0	236,791	76,773	21,006	---	---		
1 May, '01	469.3	13.5	---	---	49.4	40	28	Mobile and Ohio	12,000,000	---	---	---	---	---	---	---	---	1,402,858	695,370	---	---		
29 Feb. '00	88.6	28.4	---	---	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	---	505,150	260,260	6	---		
ARKANSAS.																							
3 Nov. '98	38.5	---	---	---	107.5	---	---	Memphis and Little Rock	563,877	*	---	351,524	446,000	10,725	811,949	---	---	---	---	---	---		
CALIFORNIA.																							
30 Dec. '00	22.5	---	---	---	---	---	---	Sacramento Valley	1,493,850	*	---	793,850	700,000	---	1,493,850	22.5	---	230,251	104,694	---	---		
CONNECTICUT.																							
31 July '04	23.8	---	---	---	1.9	4	5	Danbury and Norwalk	346,299	66,483	---	307,000	95,000	731	---	23.8	53,325	89,470	46,029	7	---		
31 Jan. '05	122.4	---	---	---	17.0	75.1	16	20	3,902,356	302,511	---	2,037,940	1,936,740	---	122.4	317,844	517,808	134,509	---	---			
31 Aug. '05	61.6	13.6	---	---	66.2	22	37	Hartford, Provid. and Fishkill	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	45,238	1,459,711	418,528	12	170		
31 Dec. '05	74.0	---	---	---	8.9	10	12	Hartford and New Haven	2,439,775	---	347,819	2,000,000	272,500	150,848	2,787,594	124.0	192,989	478,065	65,463	---	---		
31 Dec. '04	57.0	---	---	---	1.3	8	11	Housatonic	1,464,127	---	---	1,100,000	300,000	29,149	---	62.0	145,655	360,167	140,391	16	---		
28 Feb. '05	50.0	---	---	---	2.6	8	10	Naugatuck	1,454,040	---	---	738,538	766,000	---	---	62.0	161,182	274,887	loss.	---	117		
30 Nov. '04	84.8	8.9	---	---	9.3	3	2	N. Haven, N. London and Ston.	2,336,485	41,560	---	1,010,000	650,000	---	---	49,663	197,387	85,946	34	---			
21 Dec. '05	66.0	20.0	---	---	5.9	14.0	8	New Haven and Northampton	861,135	---	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85		
31 Mar. '05	61.3	1.0	---	---	63.8	29	75	New London Northern	4,729,697	932,365	528,767	3,619,600	2,000,000	223,197	6,810,340	117.4	652,758	1,847,291	622,566	9	98		
30 Nov. '05	59.4	7.0	---	---	8.2	18	17	New York and New Haven	2,463,983	149,711	498,986	2,363,600	680,000	---	9,281	2,952,861	66.4	329,984	714,055	268,306	9	102	
DELAWARE.																							
31 Oct. '00	84.3	---	---	---	10.7	---	---	Delaware	1,552,257	---	---	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	---	---		
31 Oct. '02	16.2	---	---	---	---	---	---	Newcastle and Frenchtown	704,860	---	18,535	744,520	---	---	6,024	749,544	5.0	27,288	10,290	9	---		
FLORIDA.																							
30 Apr. '02	154.2	---	---	---	150	---	---	Florida	532,791	30,586	---	191,485	195,000	75,894	619,112	32.0	---	7,867	3,535	---	---		
30 Apr. '02	59.9	---	---	---	3.0	13.0	3	Florida and Alabama	---	---	---	---	---	---	---	---	---	---	---	---	---		
30 Apr. '02	100.0	3.9	---	---	10.0	153.5	---	Flo. Atlantic and Gulf Central	---	---	---	---	---	---	---	---	---	---	---	---	---		
30 Jun. '00	86.7	---	---	---	16	7	124	Pensacola and Georgia	---	---	---	---	---	---	---	---	---	---	---	---	---		
30 Jun. '00	92.6	---	---	---	8.7	70.9	---	GEORGIA.	---	---	---	---	---	---	---	---	---	---	---	---	---		
31 Dec. '00	53.0	---	---	---	---	---	---	Atlanta and West Point	1,192,359	*	---	1,250,000	126,000	---	1,597,385	86.7	---	418,086	265,827	8	125		
30 Apr. '00	43.5	---	---	---	23.7	---	---	Atlantic and Gulf-M. Trunk	---	---	---	---	---	---	---	---	---	---	---	---	---		
30 Nov. '00	191.0	---	---	---	53	62	697	Augusta and Savannah	1,082,200	---	---	733,700	129,500	---	---	53.0	---	168,988	95,612	---	---		
31 Mar. '00	171.0	61.0	---	---	19	16	171	Brunswick and Florida	755,000	---	---	151,887	---	---	---	31.0	---	---	---	---	---		
30 Nov. '00	102.5	---	---	---	19	16	171	Central of Georgia (and Bank)	4,366,800	---	---	4,366,800	---	---	6,590,173	229.0	879,468	1,715,025	764,574	10	---		
21 July '99	50.0	---	---	---	7	2	107	Central of Georgia (and Bank)	4,156,000	---	1,003,650	4,156,000	312,500	---	8,123,343	232.0	1,159,188	528,043	8	100			
1 May, '98	68.1	---	---	---	3	4	307	Georgia (and Bank)	1,500,000	---	---	1,500,000	---	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72		
31 July '00	106.1	100.8	---	---	18	22	201	Macon and Western	1,500,000	---	---	699,950	249,000	---	1,026,868	60.0	---	202,714	110,516	8	---		
30 Sep. '99	138.0	---	---	---	52	24	705	Muscogee	774,244	162,534	---	1,275,901	10,200	180,621	1,473,140	71.6	---	---	---	---	---		
30 Sep. '99	138.0	---	---	---	52	24	705	Savannah, Albany and Gulf	1,386,634	52,374	---	2,921,900	396,500	19,913	3,822,913	228.8	---	---	---	---	---		
30 Sep. '99	138.0	---	---	---	52	24	705	South Western	3,770,425	---	---	2,921,900	396,500	19,913	3,822,913	228.8	---	---	---	---	---		
30 Sep. '99	138.0	---	---	---	52	24	705	Western and Atlantic	5,901,497	---	---	built and owned by State.	---	---	---	---	---	832,348	454,541	---	---		
ILLINOIS.																							
30 Apr. '05	250.0	---	---	---	66	32	1,098	Chicago and Alton	8,308,919	---	1,699,305	4,208,600	4,019,000	489,226	10,008,224	250.0	1,450,280	3,540,092	1,832,517	8	91		
30 Apr. '05	317.0	83.0	---	---	105	46	1,995	Chicago and Alton	12,537,020	2,518,233	1,306,247	8,376,510	5,924,969	525,259	16,464,265	317.0	1,963,105	5,728,910	2,752,273	20	117		
31 May, '05	242.0	689.0	---	---	154	94	3,145	Chicago, Burlington and Quincy	37,323,791	---	2,356,660	26,155,641	12,020,483	825,398	39,680,452	242.0	930,000	6,820,750	1,802,272	28	---		
31 Mar. '05	181.8	---	---	---	69	69	1,195	Chicago and Northwestern	7,804,923	---	1,679,659	6,000,000	1,450,500	---	9,484,582	181.8	1,212,654	3,359,391	1,891,705	6	124		
31 May, '05	174.5	5.5	---	---	21	22	504	Chicago and Rock Island	4,039,561	---	---	1,648,561	2,350,000	---	4,214,342	174.5	---	742,097	377,470	---	---		
31 Dec. '05	454.8	252.5	---	---	148	76	3,397	Great Western	4,039,561	---	---	1,648,561	2,350,000	---	4,214,342	174.5	---	742,097	377,470	---	---		
31 Dec. '05	118.0	---	---	---	112	15	6	Illinois Central	30,629,844	---	---	23,374,403	13,231,500	---	40,668,060	118.0	3,507,466	7,181,205	2,174,924	10	121		
31 Dec. '04	196.0	14	12.2	---	42	28	955	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	250,186	---	---		
31 Dec. '04	196.0	14	12.2	---	42	28	955	St. Louis, Alton & Terre Haute	10,700,000	---	92,307	4,000,000	6,700,000	---	10,700,000	196.0	209.0	2,034,074	503,767	---	34		
INDIANA.																							
31 Aug. '05	132.0	---	---	---	14	10	157	Cincinnati and Chicago	2,080,433	*	---	1,106,679	1,006,125	---	---	108.0	---	426,408	227,534	---	---		
31 Dec. '05	72.4	---	---	---	19	17	267	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	---	---		
31 Dec. '05	89.8	20.2	---	---	15	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	89.8	---	442,993	168,541	---	---		
31 Dec. '05	84.0	---	---	---	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140,689	3,458,108	110.0	---	448,858	230,834	9	65		
31 Dec. '05	89.8	---	---	---	15	19	313	Ind. Pittsburg and Cleveland	2,736,556	---	240,522	1,872,000	997,000	108,879</									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.		Cars.				Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.	
						Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.		
																							No.
MAINE.																							
30 Nov. '62	55.0				6	4	74	Androscoggin	1,050,000				151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461			
30 Jun. '62	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,734			2,494,900	3,068,491		7,983,475	149.0	oper. by	Gd. Tr.		45		
30 Sep. '61	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264				1,237,779		271,143	2,990,968	109.5	139,953	172,113	91,487			
31 May, '66	99.7	9.5			13	15	233	Maine Central	4,212,201				57,091	2,733,900	120,597	4,301,457	109.2	171,568	489,592	219,302			
31 May, '65	51.3				12	4	119	Portland, Saco and Portsmouth	1,491,207				1,500,000			1,690,004	51.3	161,056	450,222	236,767	6	100	
May, '59	37.0							Somerset and Kennebec	788,763				169,200	556,600			37.0		55,403	28,404			
MARYLAND.																							
30 Sep. '63	279.6	7.2			225	100	3,000	Baltimore and Ohio	21,323,338	3,821,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	288.8	2,938,010	6,509,946	4,544,097	3	110		
30 Sep. '63	30.0				7	33	167	Washington Branch	1,650,000			1,650,000				2,379,841	30.0		703,123	429,390	44	127	
31 Dec. '65	138.0	4.0	25.0		60	55	3,496	Northern Central	9,247,136	1,104,744	1,092,061	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8	45		
MASSACHUSETTS.																							
30 Nov. '64					8		7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363								
30 Nov. '64	25.7	1.8	16.8		24	38	534	Boston and Lowell	2,446,495	192,638	381,476	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,605	172,232	6	20		
30 Nov. '64	74.3	8.8	51.1		36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	129		
30 Nov. '64	47.0	7.0	32.5		28	39	569	Boston and Providence	3,892,600	207,400		3,900,000	21,500		4,218,927	61.8	450,096	1,221,104	366,332	10	136		
30 Nov. '64	46.6	24.0	60.8		32	69	309	Boston and Worcester	4,062,594	487,416	1,413,789	4,500,000			765,740	61.8	609,234	1,697,164	537,057	10	128		
30 Nov. '64	46.0	1.1	2.7		7	15	41	Cape Cod Branch (par 60)	907,560	123,865		681,666	102,900		1,103,581	47.1	82,108	161,203	78,265	61	66		
30 Nov. '64	50.0	2.4	9.6		12	23	158	Connecticut River	1,614,376	187,560		1,591,100	250,000		2,079,944	52.4	223,318	472,321	165,932	6	105		
30 Nov. '64	44.2	30.5	27.5		31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	102		
30 Nov. '64	51.0	42.5	75.8		25	35	457	Fitchburg	3,189,561	350,149		3,540,000			3,846,885	93.4	434,622	868,352	309,341	8	107		
30 Nov. '64	13.9				4	3	41	Fitchburg and Worcester	293,658	40,226	26,200	266,127	8,800	397		13.9	37,947	61,655	21,297	0			
30 Nov. '64	12.4							Lowell and Lawrence	332,883	30,275		200,000	75,000	3,374	366,912		—	—	—	—	—		
30 Nov. '64	14.5				10	17	240	Nashua and Lowell	569,919	95,684		600,000		50,455	809,562	71.0	186,647	291,618	63,019	8	116		
30 Nov. '64	20.1	1.5	1.2		4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500		719,500	36.7	54,272	220,820	43,527	7	100		
30 Nov. '64	33.0				5	6	25	N. York and Boston Air Line	1,314,916	82,880		788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492					
30 Nov. '64	98.5	8.8	27.5		26	66	488	Old Colony and Fall River	3,923,876	334,503		3,609,600	452,000	451,350	4,512,950	107.3	610,010	964,030	469,932	8	106		
30 Nov. '64	18.6				1	2	1	Pittsfield and North Adams	432,431	11,247		450,000			463,678	18.6	35,812	83,128	24,105	6	106		
30 Nov. '64	43.4	1.0	14.9		14	18	163	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	43.4	236,408	470,978	69,118	8	122		
30 Nov. '64	16.9				3	4	197	Salem and Lowell	382,470	81,543		243,305	226,900	727	470,931	16.9	—	—	—	—	—		
30 Nov. '64	6.1							Troy and Greenfield				923,942	979,308		(Surrendered to the C. & M. Co.)								
30 Nov. '65	69.8	8.0	5.5		11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,920,000	555,955		3,635,667	77.3	151,327	390,086	122,897	2	47		
30 Nov. '65	156.1	17.3	125.6		78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,620	453,041	16,348,806	218.0	1,338,514	3,431,584	1,226,658	10	137		
30 Nov. '65	45.7				10	12	143	Worcester & Nashua (par 89)	1,164,395		224,309	1,141,000	35,560	62,759	1,388,706	45.7	194,712	431,506	183,750	7	107		
NEW HAMPSHIRE.																							
31 Mar. '65	95.6				14	10	232	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		3,141,091	95.6		408,388	141,407		62		
30 Nov. '64	53.6				18	16	246	Cheshire	2,703,488			2,085,925	679,500		2,765,425	53.6	382,562	539,742	155,596				
31 Mar. '64	34.5				21	22	494	Concord (par 450)	1,500,000			1,500,000			1,500,000	61.3		821,953	136,049	8	65		
31 Mar. '64	29.3				2			Manchester and Lawrence	1,065,345			1,000,000	12,300	20,904	operated by	Concord R. R.			90,699	7	109		
31 Mar. '64	29.3				2	4	80	Merrimack and Conn. Rivers	698,258			595,588	568,000		52.7								
31 Mar. '64	99.2	13.0	12.5		24	14	424	Northern New Hampshire	3,068,400			3,068,400	166,500	15,515	3,250,415	99.2		210,265	210,265	7	82		
30 Apr. '64	24.7				6	2	50	Sullivan	1,450,730			500,000	750,000		2,250,730	24.7		—	—				
NEW JERSEY.																							
31 Dec. '64	64.2	11.0	8.1					Belvidere Delaware	3,386,235			997,112	2,193,000	282,584	3,442,097	75.2		501,886	146,101				
31 Dec. '64	63.9	32.3						Camden and Amboy	8,502,296		4,804,181	6,472,400	10,284,463		12,476,863	63.9		5,739,956	1,140,788	35	129		
31 Dec. '64	60.2							Camden and Atlantic	1,881,414			1,000,000	1,035,276	123,930	2,221,440	60.2		231,466	71,106				
31 Dec. '64	64.0	26	64.0		59	34	908	Central of New Jersey	9,203,924	1,078,538	582,047	6,500,000	2,000,000	477,233	9,764,509	60.0	948,218	2,537,184	1,305,630	20	119		
31 Dec. '64	53.0				45.5	21	43	Morris and Essex	4,057,275		55,000	3,041,950	1,164,560	51,200	4,639,910	53.0	270,000	570,764	171,755	7	82		
31 Dec. '65	33.8							New Jersey	3,903,171	788,164	1,798,064	5,000,000	805,000		6,434,299	33.8	654,192	1,375,981	808,323	10	107		
31 Dec. '64	21.8				2	6	17	Northern New Jersey	462,116			158,800	200,000	45,072	463,872	21.8	99,787	146,936	29,200				
31 Dec. '64	18.2							Raritan and Delaware Bay	2,586,481			2,300,700	1,534,000	544,426	4,440,026	18.2		229,476					
31 Dec. '64	38.5							Warren	2,008,300			1,408,300	600,000		2,008,300	38.5		290,022	13,510	6	84		
31 Dec. '64								West Jersey	1,461,210			1,288,400	700,000		2,088,400			207,962	91,544				
NEW YORK.																							
30 Sep. '66	82.0				58.0	9	12	153	Albany & Susquehanna	3,182,056	198,909	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064				
30 Sep. '64	142.0				28	41		Buffalo, New York and Erie	3,369,088			850,000	2,385,000	1,070	3,369,088	142.0	640,814	1,039,232	—				
30 Sep. '64	88.3				35	36	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000		3,680,000	88.3	645,234	1,945,466	769,028	10	195		
31 Dec. '65	460.0	97.0	383.0		332	133	5,336	Erie	47,646,851		5,045,544	25,105,800	22,870,429	9,299,762	63,291,395	460.0	6,839,029	15,434,773	5,060,511	4	73		
30 Sep. '64	14.0				11	64	671	Hudson River	19,063,434	1,616,413		18,218,042			22,870,429	14.0	1,396,293	4,132,600	1,587,293	4	73		
30 Sep. '64	94.0	9.5	8.3		16	32	110	Long Island	2,567,162	361,312		1,852,716	7,757,680	1,167	14,663,447	105.0	2,928,474	105,000	497,269	14	76		
30 Sep. '65	258.1	421.0			258	284	6,586	New York Central	27,396,542	6,305,377	1,279,791	24,581,000	16,427,442		44,075,497	258.1	654,9	5,804,405	13,375,3				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.														p. c.			
PENNSYLVANIA.																							
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	184,201	356,277	123,892	—			
31 Dec. '65	387.0	103.0	—	117.0	139	96	3,069	Atlantic and Great Western	46,606,475	—	1,464,305	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—			
31 Oct. '65	65.0	2.6	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,587	—			
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,396	74.0	190,698	461,711	140,779	8			
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,663,113	—	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,733,320	58,671	15			
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,689	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—			
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	Leased	1,000,000	18.5	302,872	580,973	—	—			
31 Oct. '65	81.0	2.0	8.0	—	13	11	349	Erle and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	83.0	149,638	464,480	138,683	10			
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Erle and Pittsburg	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	18.0	176,032	490,220	199,200	—			
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	34.0	oper. by Penn.	R.R.Co.	—	—			
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Hempfield	1,616,459	41,341	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—			
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Huntingdon and Broad Top	2,089,328	—	—	855,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—			
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,573	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,835,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—			
31 Oct. '65	23.5	5.0	8.0	—	—	—	—	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	10			
31 Oct. '65	150.5	—	63.3	—	31	—	—	Little Schuylkill	1,466,283	—	—	2,648,100	905,000	73,555	3,624,655	oper. by Reading	R.R.	—	—	—			
31 Oct. '65	55.5	14.2	13.9	—	23	22	686	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	—	—	—	—	—			
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,986	6,629,199	69.8	318,861	875,064	412,353	—			
31 Oct. '65	17.0	3.0	22.5	—	18	42	119	Pennsylvania	28,434,310	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459,169	4,180,111	10			
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila., Germant'n & Norrist'n	1,139,079	288,439	—	1,476,300	188,000	—	1,659,300	24.0	311,691	666,739	386,276	8			
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,853	20,240,673	6,900,683	30,608,075	471.3	3,688,309	11,142,519	4,812,271	10				
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	245,891	10			
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,465	3,884,069	1,046,804	10			
31 Oct. '65	59.5	—	11.4	88.5	12	11	84	Pittsburg and Connelleville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,861	—			
31 Dec. '65	468.3	108.5	—	—	99	2020	—	Pittsb'g, Ft. Wayne & Chicago	21,164,330	—	—	8,181,126	12,657,060	—	23,942,670	468.3	3,940,773	7,120,466	3,019,067	10			
31 Dec. '65	23.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd to Northn	Gen.	144,006	316,498	116,006	—	—			
31 Oct. '65	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	143,557	—	684,036	992,300	130,840	1,777,176	26.4	138,578	847,240	200,598	—			
31 Oct. '65	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	308,223	128,826	4			
RHODE ISLAND.																							
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	—	—	1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12			
SOUTH CAROLINA.																							
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—			
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	—	—	—			
1 Jan. '59	143.2	—	21.3	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	—	—	—			
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,057,325	102.0	—	—	—	—			
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,520,853	406,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0	—	—	—	—			
TENNESSEE.																							
30 Sep. '60	47.6	—	—	—	12	10	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	—	—	—			
1859.	30.0	—	1.8	—	—	—	—	East Tennessee and Georgia	3,637,367	—	—	1,289,673	2,020,000	200,000	—	140.0	—	—	—	—			
1859.	140.0	—	8.0	—	—	—	—	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—			
1860.	271.6	19.4	20.0	—	43	37	127	Memphis and Charleston	5,866,578	878,069	129,364	5,909,949	2,659,000	260,112	7,627,797	291.0	—	—	—	—			
1859.	271.6	16.0	20.0	—	3	9	6	Memphis and Ohio	2,259,287	141,144	—	670,000	1,361,000	145,000	—	—	—	—	—	—			
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—			
1859.	50.0	—	40.1	7	5	—	—	Mississippi and Tennessee	1,137,400	—	—	798,285	554,949	319,518	—	50.4	69,870	177,256	60,029	—			
1859.	47.4	—	2.3	4	6	—	—	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,176	83,129	44,666	—			
1859.	34.2	—	7.0	12	2	—	—	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	28,908	13,892	—			
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	—	—	2,056,544	1,781,000	—	—	159.0	—	—	—	—			
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—			
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,900	204,544	—	45.8	57,950	127,953	87,243	—			
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—			
Texas, (all aided by State).																							
— '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—			
— '58	56.0	—	—	184.0	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—			
— '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,560	—	50.0	—	—	—	—			
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,352,345	—	—	455,000	975,000	369,000	—	70.0	102,200	382,846	196,566	—			
— '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—			
VERMONT.																							
31 May '65	110.8	—	6.6	—	9	8	280	Connect. & Passumpsic Rivers	2,880,277	—	—	1,679,600	633,500	—	3,053,466	105.0	164,794	423,180	184,470	—			
31 Aug. '63	119.6	—	16.0	—	26	25	658	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,287,471	895,219	6,086,166	119.6	440,351	423,027	112,163	—			
31 Aug. '63	62.5	2.0	4.9	10	9	240	—	Rutland and Washington	950,000	256,683	—	1,0											

New York Stock Exchange.

Actual Sale Prices for the week ending May 2.

Th 26. F. 27. Sat. 28. M. 30. Tu. 1. W. 2

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	97	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	95½	---	---	---	---
U. S. 5s, 1885, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	95½	95½	95½	94½	94½
U. S. 5s, 10-40s, reg.	---	---	---	---	---
U. S. 5s, 1881, reg.	---	---	---	---	---
U. S. 5s, 1881, coup.	108½	108½	---	108	108
U. S. 5s, '81, O. W. L. y.	---	---	---	---	---
U. S. 5s, 1881, " "	---	---	---	---	---
U. S. 5s, 1887, reg.	---	---	---	---	119
U. S. 5s, 1887, coup.	---	---	---	---	---
U. S. 5s, 1888, coup.	114½	---	---	115	115
U. S. 5s, 1 year certif.	---	---	100½	100½	---
U. S. 5s, 5-20s, c. 1882, 105½	105½	105½	105	102½	101½
U. S. 5s, 5-20s, c. 1884, 105½	105½	105½	---	101½	101½
U. S. 5s, 5-20s, c. 1885, 105½	105	---	105½	101½	101½
U. S. 5s, " reg.	102½	102½	---	102	---
7.30 Notes, 1st series, 101½	101½	101½	101½	101½	101½
" " 2d series, 101½	101½	101½	101½	101½	101½
" " 3d series, 101½	101½	101½	101½	101½	101½
American Gold	126½	126½	---	126½	127½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 1.

W. 25. Th. 26. F. 27. Sat. 28. M. 30. Tu. 1

Cattawissa					
" preferred	31½	---	29½	39½	29½
Camden & Amboy	120	120	---	120½	120½
" " 6s, '67	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '83	81	---	---	---	---
" " 6s, '89	---	---	---	---	---
" mort. 6s, '89	---	---	---	---	---
Ches. & Del. Canal 6s '88	---	---	---	---	---
Del. Div. Canal	49½	49½	---	---	---
Elmira & W. m. port.	---	---	50	---	51
" " pref.	---	---	43	---	---
Lehigh Navigation	54½	54½	54½	54½	54½
" " 6s, '70	---	---	---	---	---
" " 6s, '84	---	---	---	---	---
Lehigh Valley R. R.	---	---	61½	61½	61½
" " 6s	---	---	---	---	---
Little Schuylkill R. R.	32½	32½	---	33	35
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	---	---	---	---	---
Morris Canal	---	---	75	---	---
" " pref.	---	---	---	---	---
" " 6s, '78	---	---	---	---	---
North Pennsylvania	40	---	---	---	---
" " 6s	---	---	---	---	---
" " 10s	---	---	---	---	---
Northern Central	45½	45½	45½	---	---
Pennsylvania R. R.	56½	56½	56½	56½	56½
" " 1st m. 100	100	100	---	---	---
" " 2d m.	---	---	94½	---	---
Penn. State, 5s	---	---	89	88½	---
" " 5s, coupon, 87	88½	---	---	---	---
" " 6s, W. L.	---	---	---	101	---
Philadelphia City, 6s	90	90	---	91	90
" " new, 95	90½	90½	90½	90	97
Philad. & Nor.	55	---	---	---	---
Phila. & Reading	52½	52½	52½	53	52½
" " 6s, '86	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
Philadelphia & Erie	34	34½	33½	34½	34
" " 6s, 90	---	---	---	90	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	25½	---	---	28½	---
" " pref. 34½	34½	35	35	55½	35
" " 6s, '82	---	---	---	---	---
" " 6s, '76	---	---	---	---	---
" " 6s, '72	---	---	---	---	---
Sueq. Canal	15½	16	---	---	---
" " 6s, '78	62½	62	---	---	---
Union Canal, pref.	4½	---	---	---	---
" " 6s, '83	23	25	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal, 60	---	---	---	---	---
" " bonds	---	---	---	---	---
Hestonville, (Horse)	43	43	---	43	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates, "	---	---	---	---	---
2d and 3d streets, "	---	72	---	---	---
Spruce & Pine, "	---	---	---	39½	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 1.

W. 25. Th. 26. F. 27. Sat. 28. M. 30. Tu. 1

Baltimore City 6s, 1876					
" " 1886	96½	---	93	---	---
" " 1870	95	---	---	---	---
" " 1890, 99½	99½	---	---	99½	---
Balt. and Ohio	110	---	110	---	110
" " b'ds, '62	---	---	---	---	---
" " " '67	---	---	---	---	---
" " " '75	---	---	94½	---	---
" " " '80	---	---	---	---	---
" " " '85	---	---	---	---	---
Northern Central	45	---	45	---	---
" " b'ds, '85	---	---	---	---	---
" " " '95	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending May 2.

Th. 26. F. 27. Sat. 28. M. 30. Tu. 1. W. 2

Boston and Lowell					
Boston and Maine	120	---	120½	---	97½
Boston and Providence	136	135	---	---	136
Boston and Worcester	---	---	---	---	138½
Cheshire, pref.	48½	---	---	---	---
Concord	65	---	---	---	65½
Connecticut River	---	---	---	---	---
Eastern, Mass.	101½	---	102	---	102½
Eastern, N. H.	---	---	---	---	---
Fitchburg	107½	107½	---	---	107½
Manchester & Lawrence	---	---	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	90½	---	---	91½	92
Old Colony and Fall R.	104½	105	105½	105½	103
Ph. Wil. & Baltimore	62½	62½	62	61½	62
Port'd, Saco & Ports	100	---	---	---	---
Vermont & Canada	98	---	97½	---	---
Vermont & Mass.	49½	---	---	---	47
Western	137	---	---	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	91	---	---	88½	91
Metropolitan	40½	---	---	---	---
Middlesex	---	---	---	40	40
Central Mining Co.	---	---	---	---	---
Copper Falls	42	42	---	42	44
Franklin	41	---	---	41	40½
Huron	---	---	---	---	---
Ile Royale	11½	---	---	---	---
National	---	---	---	---	---
Minnesota	---	---	11½	---	12½
Pewabic	---	---	---	34	34½
Pittsburg	---	---	---	47	---
Quincy	46	45	46	45	46
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of April.

United States 6s, 1881		to	
Do. 5s, 1874	---	---	---
Do. 6s, 5-20s, 1882	69½	---	70½
Virginia State 6s	60½	---	61½
Do. 6 per cent.	60½	---	61½
Atlantic and Great Western,	---	---	---
N. Y. sec., 1st mort., 1880, 7 per cent.	73	---	75
Do., 2d mort., 1881	71	---	73
Pennsylvania, 1st mort., 1877	72	---	74
Do., 2d mort., 1882	71	---	73
Do., Consolidated mort., 1890	64	---	66½
Erie shares, \$100 (all paid)	53½	---	54
Do., 7s, preference	---	---	---
Do., 7s, 1st mort., 1887	---	---	---
Do., 7s, 2d mort., 1879	---	---	---
Do., 7s, 3d mort., 1883	---	---	---
Do., 7s, 4th mort.	---	---	---
Do., 7s, 5th mort.	---	---	---
Illinois Central 6s, 1875	72	---	75
Illinois Central 7s, 1875	65	---	70
Do. do. \$100 shares, all paid	80	---	80½
Marietta and Cincinnati Railroad Bonds	68	---	70
Michigan Central 8s, Convertible, 1889	---	---	---
Do. do. S. F. 1st mort., do., '82, r. c.	---	---	---
Michigan S. and N. Indiana 7s, S. F., 1885	---	---	---
Do. do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	---	---	---
Do. do. 7s, 1884	---	---	---
Do. do. 7s, S. F., 1876	---	---	---
Do. do. 7s, Convertible, 1876	---	---	---
Do. do. \$100 shares	65	---	70
Panama, 1st mortgage 7s, 1886	---	---	---
Do. 2d mortgage 7s, 1872	100	---	102
Pennsylvania, 1st mort., 6s, Convertible	---	---	---
Do. 2d mort., 6s, do.	80	---	82
Do. \$50 shares	58	---	42
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	72	---	74

American Railroad Journal.

Saturday, May 5, 1866.

Stock Exchange and Money Market.

The market remains in the very best condition for all the interests of the country. Those persons who were terrified at the possibility of contraction might have saved their breath. It has not taken place; and though it is understood that the public debt has been diminished sixteen millions in the last month, the volume of currency is not apparently lessened, and interest has actually been as low as 3½ per cent. There is evidently an excess of money in the market, and the only wonder is that speculation has not grown rampant and prices gone back to the times of inflation. On the contrary, these last are steadily declining, although combinations continue strong enough to retain enormous profits in many of the necessities of life.

Butter at 75 cents per lb. tells on the comforts of many thousands of families; and the dairymen get enough from the products of a single milch cow to buy a score of them in the course of a year. It is to be hoped they at least are satisfied. Cotton in the staple has fallen in this market, and slightly advanced in the foreign one. American securities advanced on this side in the face of a temporary decline abroad; where, by the last advices, they had receded to 70½ cents and rising. The return avalanche of our bonds has not yet occurred; and if it did, this market is in a condition to melt it down without making a freshet or a torrent. The news looks more peaceful, the people of Germany showing a disposition to object to a war for the benefit of any of the reigning families; yet it is evident, from the latest accounts, that France, Russia and Italy are armed to the teeth, and ready to take advantage of the possible rupture between Prussia and Austria. It is noticeable that the British Government has declared its favorable opinions of the position occupied by Austria, which is rather unexpected considering the family relations between England and Prussia through the Royal families. Our turn may now come through the Mexican imbroglio; as it is understood that our Government has remonstrated with the Austrian against its interference in behalf of Maximilian, and the Austrian Minister at Washington is preparing to return home in expectation of receiving his passports. It is also understood that Mr. SEWARD has proposed a friendly arrangement of the French claims on Mexico by a treaty with Juarez, and a payment in money for their acquittance in full. If he succeeds in this, he may take high rank among the diplomatists of the age, and will deserve well of his country. Mr. SEWARD's horizon grows larger as he rises and gets older. Would that all our public men improved in this particular.

The financial situation in a country like ours, where there is so much discussion and so much legislation, of course depends very much on the course taken by politics. This is perhaps the only real danger to which we are exposed. The latest plan of reconstruction as reported to Congress is therefore quite likely to have some effect on the public credit. To ask the eleven Southern States to adopt an amendment to the constitution by which they shall cut themselves off from participating in the affairs of the Government for many years is asking more than we expect from them, and will most assuredly be denied. It is really a great pity that the trust in our long established institutions, in the good sense of majorities, in their rightful power and their common sense cannot be continued a little longer. No one can have read the history of the Parliaments in the time of the Commonwealth of England, and observed how one wrong after another was committed in the name of liberty against liberty by committees and men of the people so called, without seeing the danger we are exposed to in the same manner, by the same processes, and system of legislation. The most palpable violations of law were constantly committed in the forms of law, and the rule and sway of parliamentary Committees were worse than the acts of the Star Chamber itself. Let us be careful that we are not led into revolution by the tactics or the ambition of any Congressional Committees.

"Who narrow their mind
And to party give up, what is meant for mankind."

One of the great topics of discussion among our financial men is the policy of the Treasury department with regard to funding the short obligations of the nation, altogether about 1,200 millions, and now rapidly maturing. It is understood that the Secretary expects to get a 5 per cent loan taken without difficulty. The opinion in the street is that he will not be successful; that the rate offered is not enough to make the conversion prompt, cheerful and tempting. The 5 per cents will be under par with the competition all around them, and the saving of one per cent. or 12 millions per annum, is of no account in comparison with the advantage of getting the debt out of the way for a term of years, and settling the question for a long period. It is maintained that this policy will give great certainty and stability to the finances of the people as well as the government, and have a most favorable effect on the general business of the country. On the other hand, it is asserted that the attempt to get off a loan at 5 per cent. will drag, if it does not actually fail.

The Treasury Department finds its receipts so large and so reliable that it has determined to discontinue the receipt of deposits on interest, thus demonstrating its strength and saving money. Its balance in the Sub-Treasury in this city on Tuesday last was \$98,985,378 89, while the Government balance in the Bank of England on the 11th of April was but a little more than twenty millions of dollars, and that in the Bank of France at the same time only between two and three millions! The superiority of our system of finance, so far as results are sought, is thus made apparent. Indeed in the example of revenue this superiority shows itself. We collect nearly 40 per cent. more annual revenue than the Imperial Government, a proof of the resources of the Country, and the cheerful patriotism of the people.

The return of the associated banks for the week ending the 28th of April, exhibit the continued ease of the market. The loans showed an increase of \$2,950,629; deposits, \$5,909,996; legal tenders, \$2,936,334; and circulation, \$531,423; with a decrease in specie of \$1,251,528. The total of the specie reserves is a little below eight millions, thus showing that the banks have no fear of being called on to redeem their notes, well understanding the Government must first set the example, but taking care to increase their legal tenders, on which they can fall back in case of any difficulty.

The gold market has again declined. It fell the early part of the week $2\frac{1}{2}$ per cent., so that it is evident the payment of the large sums for interest on the 1st inst., by the Treasury had some effect, and had not been discounted as was alleged by the gold operators some time in advance. Thus one after the other the predictions of the friends and champions of an inflated currency fall before the contradiction of events and facts. What new device they will adopt remains to be seen. The fall of gold puts millions of dollars in the pockets of the people, raises the value of our securities, enhances the credit of the country, and gives its money a greater purchasing power. Should we regret this? We think not. Every man who has a greenback in his pocket is

richer as gold falls; while on the other hand, as it rises he grows poorer, and goes more and more into the hands of the class of dealers who take advantage of the circumstance to demand larger profits. The true and real foundation on which public and private prosperity rests, is not on the changing and speculative values of a paper currency, but on the realization of industry and labor in actual money of a fixed and reliable value; a common standard by which we may estimate our wants, our receipts and our gains. All property, to be permanent, must be adjusted by this measure. The general stock market has improved in firmness of tone.

We observe that the foreign holders of the Confederate cotton bonds have made an effort to obtain relief from the United States Government, under the assurance of extending further pecuniary aid to the Southern States to the extent of one hundred millions of dollars. Their application having been submitted by the President to the consideration of the Secretary of State, that functionary in a long report has utterly declined to listen to the application, and in a very able manner demolished the whole scheme, leaving not a wreck of it behind. Mr. SEWARD is displaying in a new field all this well known ability on other topics. Age seems as yet to have in no way impaired his rhetoric or powers of analysis. We have not been in the practice of eulogizing Mr. Seward, but we cannot withhold our approbation when he is as clever and successful as he has shown himself to be on the Mexican question, and on the present occasion.

In our last number we mentioned the circumstance, that flour was being imported into this country at a profit. We learn that not less than five or six cargoes of the French article are on their way to the United States. It is worth in Liverpool, and sells for 23 to 24 stg. per bbl., of 196 lbs. At \$10 per bbl here, it will pay a profit of 5 stg. per bbl., exclusive of duty and charges. It is rather disgraceful to this country that it cannot supply itself with its own bread. We are, however, happy to state that the wheat crop of Wisconsin at least promises to be unusually large the present year, and so in the grain regions of Pennsylvania.

The New York exports, exclusive of specie, for the week ending May 1st, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$2,008,843	\$4,718,633
Prev. reported	60,116,159	79,464,892
Since January 1.....	\$62,125,002	\$84,183,526
The New York imports compare as follows:		
	1865.	1866.
Dry goods	\$425,924	\$1,906,886
Gen. merchandise	696,636	4,322,749
Total for the week	\$1,122,560	\$6,229,635
Prev. reported	43,765,244	110,739,557
Since January 1.....	\$44,887,804	\$116,969,192

Exchange took an upward rise on the late foreign news, but we think it will settle back to the old figures. The large supplies of cotton and the certainty of a heavy crop the present year must keep it very nearly where it now is.

The Costa Rica brought on Tuesday from Aspinwall, \$1,318,270 California gold. The receipts for the present year from that quarter, from January

to May 1st, are \$12,078,929, against \$7,471,294 for the same period the past year, showing an increased importation of \$4,607,635. This year's supply will undoubtedly be a large one.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. 7s, Bounty Loan, 103 $\frac{3}{4}$; do., 6s, 1873, 94; Brooklyn Park Loan, 86; do., Water Loan, 93; Milwaukee and St. Paul, 50; do., pref., 63 $\frac{1}{2}$; New Jersey Central 110 $\frac{1}{4}$; do., 1st mort., 101; New York and New Haven R. R., 98; Indianapolis and Cincinnati, 65; Chicago and Great Eastern, 43; Chicago and Milwaukee, 60; Stonington, 101; McGregor Western 1st mort., 65; Boston Water Power, 35 $\frac{1}{2}$; Pacific Mail Scrip, 218; Brunswick Land, 10; American Coal, 62; Wyoming Valley Coal, 40; Spring Mt. Coal, 52 $\frac{1}{2}$; Spruce Hill Coal, 5 $\frac{1}{2}$; Central Coal, 44; Ashburton Coal, 14 $\frac{1}{2}$; Mariposa pref., 23; Western Union Tel., 59 $\frac{1}{4}$; do., Russian Extension, 107; Metropolitan Bank, 123; Bank of Commerce, 109 $\frac{1}{2}$; Central Bank, 107; 4th National Bank, 104; Union Trust, 95; Am. Ex. Bank, 110; Galatin National Bank, 103; Bank of North America, 106; 9th National Bank, 110; Ocean Bank, 101; Shoe and Leather Bank, 110; Importers and Traders Bank, 107; Bank of New York, 116 $\frac{1}{2}$; Mechanics Bank, 113.

Philadelphia.—Sunbury and Erie 7s, 95; Allegheny Co. 5s, 73; Union R. R., 35 $\frac{1}{8}$; 13th and 15th streets, 19 $\frac{1}{4}$; Fulton Coal, 6 $\frac{3}{4}$; Big Mt., 5; New Creek, $\frac{7}{8}$; N. Y. and Middle Coal Fields, 7 $\frac{1}{2}$; Preston Coal, 15; Aetna Mining, 4 $\frac{1}{2}$; Keystone Zinc, 1; Northern Liberty Gas, 25 $\frac{1}{4}$; Girard Bank, 57; Mechanics Bank, 30; Maple Shade, 3; Ocean Oil, 8 $\frac{1}{2}$; Sugar Creek, 1.56. The latest quotations are: City 6s, 91@91 $\frac{1}{4}$; do., new, 96 $\frac{3}{4}$ @96 $\frac{7}{8}$; State 5s, 88@88 $\frac{1}{2}$; do., coupon, 87 $\frac{1}{2}$ @89; do., 6s, W. L., 101@102; Phila., Wil. and Balt., 62 $\frac{1}{2}$; Reading, 53 $\frac{1}{2}$ @53 $\frac{3}{8}$; do., 6s, 1870, 92@93; do., bonds, 88@90; do., con., 104@107; Camden and Amboy, 120 $\frac{3}{4}$ @121; Penn R. R., 56 $\frac{1}{8}$ @56 $\frac{1}{4}$; do., 1st mort., 99 $\frac{7}{8}$ @100; do. 2d mort., 94@95; Little Schuylkill R. R., 35@37; Morris Canal, 75@77; do., pref., 115@117; do., bonds, 89@90; Wyoming Valley Canal, 61@63; do., 6s, 75@82; Susquehanna Canal, 15 $\frac{3}{4}$ @16 $\frac{1}{4}$; do., 6s, 61 $\frac{1}{2}$ @63; Sch. Nav., 27 $\frac{1}{4}$ @28 $\frac{1}{2}$; do., pref., 34 $\frac{3}{4}$ @34 $\frac{7}{8}$; do., 6s, 1882, 79@83; Union Canal bonds, 24 $\frac{1}{4}$ @25; Delaware Div. Canal, 51@52; do., bonds, 80@80; Elmira and Williamsport, 30@30; do., pref., 42 $\frac{1}{2}$ @45; do., 7s, 1873, 94 $\frac{1}{4}$ @95; Lehigh Coal and Navigation, 54 $\frac{1}{2}$ @54 $\frac{3}{4}$; do., bonds, 1884, 87 $\frac{1}{2}$ @88; North Pennsylvania, 39@40; do., 6s, 89 $\frac{1}{2}$ @89 $\frac{1}{2}$; Philadelphia and Erie, 33@33 $\frac{1}{2}$; do., 6s, 90@91; Minehill, 55@57; Catawissa, 38@40; do., pref., 30 $\frac{3}{8}$ @31 $\frac{1}{2}$; Lehigh Valley, 61 $\frac{1}{2}$ @61 $\frac{5}{8}$; do., bonds, 92@92 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 73@74; West Philadelphia, 68@70; Spruce and Pine, 39@40; Green and Coates, 30@32; Chestnut and Walnut, 51@52; Thirteenth and Fifteenth, 19@19 $\frac{1}{4}$; Girard College, 25@32; Tenth and Eleventh, 52@53; Norristown, 54@55; Union, 35@35 $\frac{1}{4}$; Hestonville, 41 $\frac{1}{2}$ @42 $\frac{1}{2}$.

Boston.—Ogdensburg 1st mort., 93 $\frac{1}{2}$; do., 2d mort., 87 $\frac{1}{2}$; Rutland and Burlington 1st mort., 85; do., 2d mort., 7s, 38 $\frac{1}{2}$; Vermont Central 1st mort., 93; do., 2d mort., 25 $\frac{3}{8}$; Conn. and Pass. Riv. 6s, 1876, 90 $\frac{3}{8}$; Boston, Hartford and Erie

7s, 1st mort., 48 $\frac{1}{4}$; Granite Railway, 58; Ogdensburg and Lake Champlain R. R., 39 $\frac{1}{4}$; South Shore R. R., 7; Cape Cod R. R., 67 $\frac{1}{4}$; Lynn Horse R. R., 64; Massachusetts 6s, 1876, gold, 107; do., 1868, 116; do., 5s, 1894, 94 $\frac{3}{4}$; Rhode Island 6s, 1894, 94; Albany 6s, 1893, 95; Lawrence 6s, 1874, 94 $\frac{1}{2}$; Bath 6s, 1870, 94; Roxbury 6s, 1876, 97 $\frac{1}{4}$; Hartford 6s, 1875, 94 $\frac{1}{2}$; Lynn, 5 $\frac{1}{2}$ s, 1882, 89; Chicago 7s, Water Loan, 93 $\frac{1}{2}$; Boston 6s, 1876, 100; Cambridge 5s, 1884, gold, 93; Hallowell 6s, 90 $\frac{3}{4}$; Brooklyn 6s, 1896, Water Loan, 90; Boston Water Power Co., 36; Cary Imp., 11 $\frac{1}{2}$; Waverly Land, 2 $\frac{3}{8}$; East Boston, 9; Union S. S. Co., 96; Boston and Nova Scotia Gold, 1.37 $\frac{1}{2}$; Smith and Parmalee Gold, 8.70; Mammoth Vein Coal, 23 $\frac{3}{8}$; Boston and Lackawanna Coal, 8; Mt. Pleasant Coal, 21 $\frac{3}{4}$; Short Mt. Coal, 19.75; Oil Creek, 0.70; Pit Hole Creek, 2.75; Pepper Well, 4.90; Suffolk and Oil Creek, 0.15; Mass. and Oil Creek, 0.13; Buchanan Farm, 0.40; New England, 0.12; Tack, 0.07; United States, 9.25; Excelsior, 0.70; Bennchoff Run, 10.75; Crescent, 1.00; Boston Gas, 755; Globe Bank, 122 $\frac{3}{4}$; Bank of Commerce, 112; Market Bank, 102 $\frac{3}{4}$; Merchants Bank, 110 $\frac{1}{2}$; Boston Bank, 106 $\frac{1}{2}$; North Bank, 103 $\frac{3}{4}$; 3d National Bank, 101 $\frac{1}{4}$; Bank of North America, 100; Eagle Bank, 109 $\frac{3}{4}$; Exchange Bank, 133; Columbian Bank, 112 $\frac{1}{2}$; Old Boston Bank, 64 $\frac{3}{4}$; Eliot Bank, 115; Atlantic Bank, 113; Blackstone Bank, 120 $\frac{1}{4}$; City Bank, 106; Continental Bank, 107 $\frac{1}{2}$; Bunker Hill Bank, 115 $\frac{1}{4}$; State Bank, 107; Tremont Bank, 114 $\frac{1}{4}$; Atlas Bank, 110; Union Bank, 115; Bay State Mining Co., 11; Boston, 50c.; Calumet, 8 $\frac{1}{2}$; Dudley, 75c.; Dana, 1 $\frac{1}{2}$; Hancock, 19; Hanover, 1 $\frac{1}{2}$; Manhattan, 1 $\frac{1}{2}$; Madison, 1 $\frac{1}{2}$; North Cliff, 1; Petherick, 4; Pontiac, 1; Superior, 3 $\frac{1}{4}$; South Side, 2 $\frac{1}{4}$; St. Clair, 2; Star, 1 $\frac{1}{2}$; Toltec, 1.

Baltimore.—Virginia 6s, registered, 43 $\frac{1}{4}$; Maryland 6s, 1870, 100; Marietta and Cincinnati bonds, 79 $\frac{1}{2}$; N. W. Va. 1st mort., 96; do., 2d mort., 93; Santa Clara Mining Co., 71 $\frac{1}{2}$; Am. Gas Coal, 0.65; Atlantic Coal, 1.05; Penn. Oil, 0.45; Baltimore Chrome, 0.65; Bankers' and Brokers' Tel., 9; Bank of Baltimore, 107 $\frac{1}{4}$; Union Bank, 75; Farmers' and Merchants' Bank, 43; Exchange Bank, 101; Franklin Bank, 12 $\frac{1}{2}$. The latest quotations are: Balt. and Ohio, 109 $\frac{3}{4}$ @110; do., 6s, 1867, 97@98 $\frac{1}{4}$; do., 1875, 94@95; do., 1880, 94@95; do., 1885, 93 $\frac{1}{2}$ @94; Northern Central, 44 $\frac{3}{4}$ @45; do., bonds, 1885, 84@84 $\frac{1}{4}$; N. W. Va. 1st mort., 1873, 95 $\frac{1}{2}$ @96; do., 2d mort., 94@97; do., 3d mort., 93@95; Marietta and Cincinnati 7s, 1891, 79@79 $\frac{1}{2}$; Central Ohio, 22@25; do., 1st mort., 78@79 $\frac{1}{4}$; Western Md. bonds, 76@80; do., guar., 92 $\frac{1}{2}$ @97; Maryland 6s, coupon, 1870, 100@100 $\frac{1}{2}$; do., Ins., 101@101 $\frac{1}{2}$; do., 1890, 100@101; Baltimore 6s, 1870, 95@95 $\frac{1}{2}$; do., 1873, 95@98; do., 1875, 96@96 $\frac{1}{2}$; do., 1886, 97@99; do., 1890, 99 $\frac{3}{8}$ @99 $\frac{3}{8}$; do., coupon, 96 $\frac{1}{2}$ @99; do., Park, 98@99 $\frac{1}{2}$; do., 1892, 92 $\frac{1}{2}$ @95; do., 5s, 1838-'70, 83@83; City Passenger R. R., 18 $\frac{1}{2}$ @19; Canton Co., 56@58; Gardner, 0.80@0.90; Am. Gas Coal, 0.60@0.65; Maryland, 0.15@0.25; North State, 0.15@0.15; Springfield, 0.15@0.15; George's Creek, 108@111; Santa Clara, 73 $\frac{1}{4}$ @8; Balt. Chrome, 0.55@0.70; Bare Hill, 0.90@0.95; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.60@0.80; Baltimore Coal, 140@200.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	April 1, 1866.	May 1, 1866.
Debt bearing int. in coin.	\$1,180,236,341 80	\$1,186,092,841 80
Debt bearing interest in currency.	1,186,207,011 36	1,188,313,544 62
Matured debt not presented.	930,679 64	877,729 64
Debt bearing no interest.	460,419,864 02	452,392,755 54
Total.	\$2,827,793,896 82	\$2,827,676,871 60
Coin in Treasury.	\$62,069,700 80	\$76,676,407 02
Currency.	60,077,680 01	61,310,621 80
	\$122,147,380 81	\$137,987,028 82

Debt less cash in the Treasury.

.....\$2,705,646,516 01 \$2,689,689,842 78
The total debt shows a decrease since the 1st of April, of \$117,025 22. The balance in the Treasury shows an increase, as compared with April 1st, of \$15,839,648 01. Deducting the amount on hand from the aggregate debt, both on the 1st of April and the 1st of May, the decrease of debt would be \$15,956,673 23. The total debt on the 31st of August last, stood at \$2,757,689,571 43. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt, both on the 31st of August, 1865, and the 1st of May, 1866, and the actual increase in the Public Debt since that period has been \$20,218,326 48. Omitting the cash in the Treasury in August last, the result will be about as the *Times* stated it in its article of Thursday last, viz: "A net reduction in eight months of \$68,091,348." Not taking into account the cash in the Treasury in either instance, the total debt would show an increase since August 31, 1865, of \$70,104,325 34.

Smithfield Gold Mining Company.

It is known that during late years we have frequently called the attention of our readers to the great mineral wealth of Colorado, and have advised capitalists to turn their attention in that direction. We have before us a pamphlet showing the formation of a Company called the Smithfield Gold Mining Company, intended to operate on mines in Gilpin Co., with a capital of \$400,000 and 100,000 shares with its principal office at 48 Broad street, New York. The President is Edwin Chapin, and the financial agent and General Superintendent is G. D. Chapman, of the firm of Little, Chapman & Co., who will receive subscriptions for the stock. The pamphlet issued by the company contains a brief account of Colorado, testimonials as to the mineral wealth of the country, description of the mines and location, proposed operations, different processes in use for the reduction of the ores, and the articles of association, all very interesting and satisfactory. See advertisement.

Hoffman Rosendale Cement.

The Rosendale Cement made by the Lawrence Cement Co., and sold at 68 William street, is advertised in another column. It is the standard article of its kind in use at the Navy Yard, Brooklyn, and is admirably adapted to a large variety of work, indispensable in the construction of railways, bridges and docks.

Union Pacific Railroad.

The message of the President to Congress submitting a communication from the Secretary of the Interior in relation to the Union Pacific Railroad Company relates to the Eastern Division, or Kansas Branch, of which John D. Perry is President. It appears from this communication that "the company were required to complete one hundred miles of their road within three years after their acceptance of the conditions of the original act of Congress. This period expired December 22, 1865. Sixty-two miles had been previously accepted by the Government, and since that date an additional section of twenty-three miles has been completed. Commissioners appointed for the purpose have examined and reported upon it, and an application has been made for its acceptance. The failure to complete one hundred miles of the road within the period prescribed renders it questionable whether the executive officers of the Government are authorized to issue the bonds and patents to which the company would be entitled if this, as well as other requirements of the act, had been observed. This failure may to some extent be ascribed to the financial condition of the country incident to the recent civil war. As this company appear to be engaged in the energetic prosecution of the work, and manifest a disposition to comply with the conditions of the grant, the President recommends that the time for completing that part of the road be extended, and that authority be given for the issue of bonds and patents on account of the section now offered for acceptance, notwithstanding the failure, should the company in other respects be thereunto entitled."

The Union Pacific Railroad proper, of which General Dix is president, is required to complete one hundred miles of track by the 27th of June next. Sixty-five miles have been accepted by the government; about seventy-three miles have been finished, and the company is laying one mile of track per day. The requirements of the law will be complied with by the 10th of June at farthest.

Railroad from La Crosse to Winona.

A meeting of the corporators of the La Crosse Trempealeau and Prescott Railroad was held in Milwaukee on the 20th ult., when a complete reorganization took place. The following is the new Board of Directors:

Angus Smith, President, Alex. Mitchell, and S. S. Merrill, Milwaukee; Jesse Hoyt, A. H. Barney, Russell Sage, and W. S. Garnee, New York.

It is the intention of the company, as now organized, to proceed without delay to the construction of the road, from a point three or four miles east of La Crosse via Trempealeau, to Winona.

The Baltimore and Ohio Railroad Company has just completed arrangements to forward freight to Alexandria, Lynchburg, Knoxville, Dalton and Atlanta, and to points on the Orange and Alexandria, East Tennessee and Virginia, East Tennessee and Georgia, and Western and Atlantic railroads.

It appears that the Government owns \$200,000 worth of stock in the Dismal Swamp Canal, \$450,000 in the Chesapeake and Delaware Canal, \$1,000,000 in the Chesapeake and Ohio Canal, and \$300,000 in the Alexandria Canal companies.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad, for the week ending April 21, 1866... \$10,652 67
Corresponding week previous year.... 7,715 67

Increase..... \$2,937 00

Receipts from Jan. 1, to April 21:

1866..... \$149,041 09
1865..... 136,650 88

Increase..... \$12,390 21

The traffic of the Great Western Railway of Canada, for the week ending April 27th, 1866, were..... \$71,717 09
Corresponding week of 1865..... 66,895 76

Increase..... \$4,821 32

The earnings of the Grand Trunk Railway of Canada for the week ending April 21st, 1866, were..... \$125,327 00
Corresponding week of previous year.. 124,210 00

Increase..... \$1,117 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in April, 1866... \$19,053 00
Corresponding week previous year.... 16,849 79

Increase..... \$2,203 21

Commencing 1st Jan. 1866..... \$318,615 00
Commencing 1st Jan. 1865..... 333,424 63

Decrease..... \$14,809 63

The earnings of the Chicago and Great Eastern Railway for 3d week in April were... \$25,639 78
Same period last year..... 15,620 30

Increase in 1866..... \$10,019 48

The earnings of the Michigan Central Railroad for the 3d week in April, 1866, were... \$80,107 33
Corresponding week of previous year.. 71,020 77

Increase..... \$9,086 56

The earnings of the Chicago and Alton Railroad for the third week in April, 1866, were..... \$75,573 00
Corresponding period previous year.. 58,720 00

Increase..... \$16,853 00

The earnings of the Chicago and Rock Island Railroad for the 3rd week in April, 1866, were..... \$50,574 00
Corresponding week of previous year.. 42,693 00

Increase..... \$7,881 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Apr., 1866, were..... \$98,593 34
Corresponding week of 1865..... 75,897 22

Increase..... \$22,696 12

Commerce of Baltimore.

The following statement has been furnished by the collector of the port, of the number of vessels, American and foreign, cleared and entered at Baltimore since 1862, inclusive:

	American		Foreign	
	Cleared.	Entered.	Cleared.	Entered.
1862.....	3,049	1,013	169	162
1863.....	4,340	1,545	193	190
1864.....	3,644	2,636	235	213
1865.....	3,944	3,167	231	271
Janu'y, '66	154	160	25	20
	15,131	8,521	853	856

The above shows the total number of 25,361 vessels, American and foreign, entered and cleared during the period indicated, with generally a gradual progression, the value of which is especially shown, as regards foreign trade by the

figures from the custom house as to the customs receipts. The increase of import duties indicates an advance in foreign trade of over two millions in 1864, three millions in 1865, with like encouragement for the current year as attested by the figures for January, February and March. The amount of duties collected from importations in 1862, was \$1,963,460 24; in 1863, \$1,956,959 27; in 1864, \$2,207,209 15; in 1865, \$3,039,597 64; in 1866—January, \$318,192 73; February, \$322,549 83, and March, \$318,085 01—total, \$9,588,827 57.

Railroad Prospects in Virginia.

By a law passed at the late session of the Virginia Legislature, the charter of the Covington and Ohio Railroad Company, a great unfinished line projected to reach the Ohio river across that State is shortly to be sold at the best rates attainable, to any competent parties who will agree to contract to complete the line within three years. The Staunton *Vindicator* says it learns from the best authority that capitalists of New York and Liverpool are willing to accept the charter on these terms, and it adds:

We are pleased to learn also that the president of the Baltimore and Ohio Railroad Company has expressed his willingness to lend the sum of \$200,000 to the Manassas Gap Railroad Company to be expended in the construction of a railroad from Winchester to Strasburg, for which the Legislature granted a charter at the last session to the Manassas Gap Railroad Company. We have also been informed that the Manassas Gap Railroad Company report that they have rails sufficient to lay the road from Strasburg to within fifteen miles of Harrisonburg. The Baltimore and Ohio Railroad Company will have their engineers here in a short time to survey the road from Harrisonburg to Salem. We are greatly encouraged to hope that arrangements will be made before long which will ensure the construction of the Valley railroad from Harrisonburg to Salem.

Railroad Legislation for the State of New York.

We have selected from the numerous acts, passed by the Legislature during its recent session, the following as having particular reference to the Railroads and other internal improvements of the State:

TITLES OF ACTS.

608. To authorize the town of Nelson, county of Madison, to raise money for surveying a railroad through said town.

620. To authorize the Warwick Valley Railroad Company to extend their railroad to the line of the State of New York.

624. To authorize the towns of Wilna, Champion, Rutland, Watertown, Houndsfield, Philadelphia, Theresa, Clayton, Alexandria, Orleans, Brownville, Antwerp, Pamela and Le Ray in the county of Jefferson, and the towns of Greig, Watson, New Bremen and Croghan in the county of Lewis, to issue bonds and subscribe and take for said towns capital stock in the Utica and Black River Railroad Company.

625. To authorize the towns in the counties of Jefferson and Lewis to issue bonds and take stock in the Black River Valley Railroad, or in any other company now organized or that shall be legally organized within two years after the passage of this act, for the purpose of building a railroad from the vicinity of Boonville, Oneida county northwesterly through or into both or either of said counties to the navigable waters of Lake Ontario.

635. For the incorporation of the Skaneateles Railroad Company and to authorize the same to construct and operate a railroad from the village of Skaneateles to Skaneateles Junction.

645. To facilitate the construction of the Ithaca and Towanda Railroad and to authorize towns to subscribe to the capital stock thereof.

648. To authorize certain towns in the counties of Ulster, Delaware, Greene and Schoharie to issue bonds and take stock in the Rondout and Oswego Railroad.

649. To provide for the extension of the Chenango canal, pursuant to chapter 115 of the laws of 1863.

659. To authorize the construction of a railroad from the village of Horseheads to the city of Elmira, in the county of Chemung, and in and through the streets of said village and city.

662. To facilitate the construction of the Skaneateles Railroad and to regulate the weight of rails for the same.

664. In relation to the Utica, Chenango and Susquehanna Valley Railroad Company, empowering it to apply for appraisal of land on complying with certain conditions.

672. For the consolidation of the Buffalo and Washington Railroad Company with the Sinnamahoning Portage Railroad Company of Pennsylvania.

680. For the relief of the Brooklyn City and Newtown Railroad Company.

689. To amend an act entitled "An act to incorporate the Malden Railroad Company," passed May 5, 1863.

695. In relation to the safe keeping and filling of assets to town subscriptions to facilitate the completion or construction of certain railroads in this State.

697. Supplementary to the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850.

738. To authorize the construction of a railroad on Hudson avenue and other streets and avenues in the city of Brooklyn.

749. To authorize the formation of a Railroad Company from the village of Hempstead to the village of Jamaica, in the County of Queens.

27. To amend the charter of the Ogdensburg and Lake Champlain Railroad Company.

33. To authorize a survey of the Hudson River from Troy to Fort Edward, and also of the Champlain canal, from Troy to Whitehall.

34. To amend an act to authorize the construction of a railroad from Dunkirk to Fredonia passed April 21, 1864.

46. In relation to the connection between the Plattsburgh and Montreal Railroad and the Ogdensburg and Lake Champlain Railroad Company.

50. To authorize the city of Utica to take stock in the Utica, Chenango and Susquehanna Valley Railroads and to sell its bonds to provide for the payment thereof.

60. Making appropriations for the payment of the principal and interest of the Canal Debt commencing on the first day of October, 1866, and to provide for the payment of the debt contracted under section 10 of article 7 of the Constitution.

80. To amend chapter 507 of the laws of 1863, authorizing the formation of the East New York and Jamaica Railroad Company.

110. For the relief of the Kingston and Rondout Railroad Company.

135. To extend the time for the completion, and to increase the capital stock of the Southside railroad of Long Island.

156. To provide for the completion of the improvement of the Champlain canal, and to increase the revenue of the Sinking Fund under section three of article seven of the Constitution, so as to make the fund sufficient to preserve the public faith.

169. To facilitate the construction of the Schoharie Valley Railroad, and to regulate the weight of rail and the fare on the same.

197. To authorize the construction of a railroad from the village of Seneca Falls to the village of Waterloo, in the County of Seneca.

304. To reappropriate money for the extension of the Chenango canal, for the improvement of the Champlain canal, and for furnishing water for

the summit of the Genesee Valley, and for building five locks on the same.

259. To amend an act entitled "An act empowering Railroad Companies to employ Police force," passed April 29, 1863, so as to include steamboat companies.

364. To authorize certain towns in the counties of Oneida, Herkimer, Madison, Otsego and Chenango to issue bonds and take stock in the Utica, Chenango and Susquehanna Valley railroad.

366. For the relief of the Brooklyn and Rockaway Beach Railroad Company.

368. Authorizing the construction of a railroad through certain streets in the city of Poughkeepsie and through certain streets and roads in the town of Poughkeepsie, in the county of Dutchess.

373. To authorize any town in the counties of Columbia or Rensselaer to aid in the completion of Lebanon Springs Railroad.

375. To further confirm certain acts of the Common Council of the city of Buffalo in relation to a Railroad in Seneca street in said city.

384. To authorize the construction of a railroad through certain streets in the city of Syracuse, and to Onondaga Valley, in the county of Onondaga.

388. In relation to the Genesee and Water street Railroad Company in Syracuse.

398. To facilitate the construction of the New York and Oswego Midland Railroad, and to authorize towns to subscribe to the capital stock thereof.

426. To permit the town of Lowville to subscribe for stock in a railroad company and to raise money to pay such subscription.

430. To facilitate the construction of the Buffalo and Oil Creek Cross Cut Railroad, and to authorize towns to subscribe to the capital stock thereof.

433. To facilitate the construction of the Southern Central Railroad, and to authorize the towns to subscribe to the capital stock thereof.

479. In relation to the Buffalo Street Railroad Company and for the relief of the same.

486. Authorizing the Plattsburgh and Montreal Railroad to reduce the number of its directors.

488. To extend the time to complete the Cherry Valley and Mohawk River Railroad and to increase the capital stock thereof.

491. To continue the improvement of the navigation of the Hudson River, to make an appropriation therefor, and to continue in office the Commissioners appointed by an act passed April 13, 1863, for the expenditure of the same.

494. To amend an act entitled "An act to incorporate the Hudson and Harlem River Canal Company," passed May 2, 1863, and the amendments thereto, passed April 21, 1864.

544. In relation to the Oswego and Rome Railroad.

546. To provide for the construction of a railroad from the city of Poughkeepsie to the Connecticut or Massachusetts line, and to authorize towns to subscribe to the capital stock thereof.

558. To authorize the construction of a railroad from the village of Carthage to the Oswegatchie river at or near Harrisville.

570. To authorize the President, Directors and Company of the Junction Canal Company to construct a railroad.

582. To amend chapter 340 of the laws of 1863 relative to a railroad in certain streets in the city of Syracuse and town of Onondaga.

Winchester and Potomac Railroad.

This well known road, which suffered so much during the war, is about being re-opened in its entire length. We learn that the track will be completed into Winchester on Wednesday, and on Thursday next passenger and freight trains will run to and from Winchester depot direct. The road is being temporarily worked under contract by the Baltimore and Ohio Company, but has an independent organization with Mr. J. H. Sherrard, of Winchester, as its President. New and substantial station buildings are being put up at Winchester, Charlestown and other points, which will add much to the beauty and completeness of the road. The completion of the road has been done

by the Baltimore and Ohio Company.—*Balt. Sun*, May 2.

Pacific Railroad Enterprise.

Nothing indicates more strongly the energy of the American people, than the numerous plans now under consideration for continuing the railroads which intersect the country east of the Mississippi, across the continent to the Pacific shore. The war had hardly closed before the determination was renewed and strengthened to traverse the vast interior of the country, sparsely settled, and in many parts scarcely explored as it is, by various lines fluted to develop the resources of the newer States and Territories, and to augment the commerce of the older portion of the Union.

It has been generally conceded that there would be eventually three trunk railways to the Pacific Ocean. The first of these, which will, we hope, soon be commenced, is the Northern; but it might with propriety be called the Central, for its route will be just half way between Vera Cruz, at the southern base of the continent, on the 20th parallel, and the Arctic coast on the 70th. The line of the 45th parallel will, in reality, be the central route in situation, although it will be the northern in relation to the others. It crosses what is called the desert country, or the plains at the narrowest part, and has the advantage of river communication, more or less, through the entire distance from Lake Superior to Puget Sound. The second of the Pacific railroads is the Union, or as it is generally known, the Central, starting from Omaha, passing south of west to Fort Kearney, where it will meet a branch from St. Louis by way of Atchison; thence west to Virginia Dale, where it will connect with Denver, the capital of Colorado; by Bridger's Pass to Salt Lake City, and through the Humboldt ranges to Carson, Sacramento and San Francisco.

With regard to the southern line to the Pacific there is some conflict of opinion, and some rivalry in determining the precise course which it shall take. The original Southern Pacific Railroad was projected to run near to the 32d parallel, and but for the civil war it would doubtless have been commenced long since. Taking Shreveport, on the Red River, as its starting point, its route was laid almost due west to El Paso, on the Rio Grande, thence through New Mexico and Arizona to San Diego, in California. It was to follow the Rio Gila, crossing the Colorado near the confluence of the two rivers. Its incorporation was pending in Congress at the time of the passage of the act of secession from the Union by the State of Texas. Its friends are now desirous to renew the efforts which were then suspended; but we believe nothing has yet been done to that end.

Another Southern line is seeking legislative aid at Washington; and, in fact, a bill has already passed the Senate giving it organization, and making to it large concessions of the public lands. It is proposed that this road shall take its departure from Springfield, in the State of Missouri, passing by way of Santa Fe through the centre of New Mexico and Arizona, on the 35th parallel, crossing the Colorado River at Williams's Fork, penetrating the Sierra Nevadas at Walker's Pass, and following the San Joaquin River to San Francisco. Of this line it may be said that it will traverse a territory, the wants of which can be equally well supplied by the more Southern line, which, like that from Lake Superior, has the advantage of valuable river navigation along its route. Mr. Bowles, in his very interesting book, "Across the Continent," tells us that the Colorado River is navigable by steamboats during the entire year for four hundred miles, or to within six hundred miles of Salt Lake City; and that the merchants of Utah and the adjacent Territories expect to make this navigation available, greatly to their advantage. While the line by El Paso, by the rivers which run longitudinally, would accommodate this country to the north, it would also open a vast and fertile district, whose products by means of it could pass at once to the Mississippi River, and from thence to New Orleans, Savannah or Charleston by direct routes and thus to the

cities of the North. The eastern terminus of the Springfield road would of course be at St. Louis, which is recognized also as one of the principal termini of the Union Pacific Railroad. The interest of our internal commerce would seem to be better promoted by keeping the termini of the various trans-continental railroads distinct and far apart from each other; and especially is it desirable that the Southern line should join the Mississippi River as near to its mouth as may be practicable, and thus turn to the best account the shortness of its distances between navigable rivers, and the directness of its course from ocean to ocean. Judging, therefore, for what we believe to be the best for the great system of railways now being developed, and for the highest benefit of the whole nation, we should advise postponement in the location of the Southern Pacific Railroad until circumstances shall favor its construction on the direct line from the lower Mississippi to the California coast.—*Boston Journal*.

Manassas Gap Railroad.

The Manassas Gap Railroad Company, at its late meeting in Alexandria, adopted measures which look to the sale of all the property of the company west of Strasburg, to the Valley Railroad Company. The objects sought by the Manassas Company are the extinguishment of its mortgage debt, and the providing means for the efficient equipment of the road between Strasburg and Alexandria, to which limits the Manassas Company proposes to restrict itself.

Lynchburg and Danville Railroad.

We conversed yesterday with a gentleman now in this city, who represents a number of capitalists of New York who are desirous of making investments in Southern enterprises. His attention has been attracted to the Lynchburg and Danville Railroad project, and he is now instituting inquiries concerning that proposed enterprise, with the view of taking hold of it if the inducements are such as to justify the step.—*Lynchburg Virginian*.

In the U. S. House of Representatives on the 30th ult., Mr. Garfield, of Ohio, introduced a bill to construct a continuous line of railroad from Washington to the Northwest. [This bill recites that as there will be a continuous line of railway from Washington to Cumberland, Md., when the Washington and Point of Rocks Railroad is completed, and as there is therefore a link to be filled between Cumberland and Pittsburg, it is declared by the bill that full authority be given to the Pittsburg and Connellsville Railroad Company to complete their road between Connellsville and Pittsburg, and the same is made a United States military and postal road.] Mr. Garfield also introduced a bill to aid in the construction of a railroad from Pittsburg, Pa., to Cleveland, Ohio. [This bill declares the Cleveland and Mahoning Railroad to be a military and postal road, and authorizes the company to construct its road between the two points named.] Both bills were referred to the select committee on military and postal railroads.

At the annual meeting of the Michigan Southern and Northern Indiana Railroad Company held at Toledo, O., on the 26th ult., the old Board of Directors was re-elected with a single exception, viz: Jesse Hoyt in the place of Wm. Williams. Le Grand Lockwood, of New York, was elected Treasurer *vice* Henry Keep, who declined a re-election. E. B. Phillips is President; D. P. Barhydt, Secretary, and Chas. F. Hatch, General Superintendent.

The James River and Kanawha Canal Co.

The Directors of this company met in Richmond on the 18th ult., and were in session two days. The President, Colonel Ellis, laid before the Board the following letter:

"LONDON March 24, 1866.

"Gentlemen—I have received on the 19th instant a copy of your resolutions of the 22d February ult. In reply, I beg leave to say we accept the charter. It is difficult to say now when we will take the building of the canal. It depends, in a great degree, upon the promptness with which you will furnish us with the information and documents we want. We assure you that we are doing all in our power to meet your views. I am, with great respect, gentlemen,

"Your very obedient servant,
"E. BELLOT DES MINIERES."

The Board then passed a resolution authorizing the President "to appoint D. S. Walton, or some other competent engineer, as an assistant to the Chief Engineer, in preparing the detailed estimates, &c., of the line of the canal from Covington to the Greenbrier river;" also, a resolution authorizing the Engineer "to employ Mr. Francis Peppercorn as a draftsman for the purpose of preparing the maps of the line of the canal as located between Buchanan and Greenbrier river."

The following resolutions respecting freight were also adopted by the Board:

Resolved, That on all freight coming down the canal from Lynchburg, or beyond, to Richmond, and on all going up the canal from any point east of Richmond, to or beyond Lynchburg, there shall be a deduction of 20 per cent. from the tolls on the first and second class goods, and on manufactured tobacco, flour, corn and hay; provided, the owners of freight boats shall satisfy the toll-gatherers that they have reduced their charge for freight in each case to 12½ cents per 100 pounds on first-class goods; 10 cents per 100 pounds on second-class goods, and on manufactured tobacco; 8 cents per 100 pounds on flour and corn, and 16 cents per 100 pounds on hay, between Richmond and Lynchburg, and making a rateable reduction in existing charges to and from points on the canal beyond Lynchburg.

Resolved, That in cases above mentioned no charge shall be made for lock-toll or dockage.

The President, in accordance with the resolution concerning the appointment of an assistant engineer, has appointed Mr. Walton, who is well-known for his high reputation as a hydraulic engineer. The chief engineer, in accordance with the resolution concerning the employment of a draftsman, has appointed Mr. Peppercorn.

At a public meeting of the citizens of La Crosse on the 15th inst., it was *Resolved*, That the Mayor and Common Council be requested to cause an accurate survey to be made of a line of railroad from opposite La Crosse to Winona at the earliest moment possible.

The last stretch of the telegraphic cable connecting Vancouver's Island with the main land was safely landed at Sadd Bay, San Juan Island, on the 24th of April; the signals were found perfect and direct communication was had with Portland and New Westminster after which Victoria was connected. Congratulatory messages were then passed from place to place.

The Oshkosh (Wis.) *Northwestern* says that at a recent meeting of the citizens of that place, "there was a favorable expression by some of the most influential men to build a railroad from Oshkosh to Omro, to connect the Ripon and Milwaukee Railroad at that town."

A consolidation of the earnings of the Milwaukee and Prairie du Chien Railroad with those of the Milwaukee and St. Paul Company has been effected on the following conditions: The earnings are to be managed by an Executive Committee, consisting of the President and one Director of each road. The expenses are fixed at 65 per cent. The remainder, 35 per cent., is to be divided between the two roads according to mileage, which is 235 miles, or 46 per cent. for the Prairie du Chien, and 275 miles, or 54 per cent. for the Milwaukee and St. Paul. It is immaterial, now, over which road the business goes. This will largely reduce the operating expenses of the two companies, and, of course, add thus much to the net results. By the great saving resulting from this agreement, the joint companies will be enabled to do the business of the public at reduced rates.

FOR SALE

25 PLATFORM CARS—Compromise Gauge—Very best make and material. Capacity 15 tons warranted.

3118

KASSON & CO.,
58 Beaver Street, N. Y.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, May 1, 1866.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the City of Chicago, on Wednesday, the 30th day of May, 1866, at 3 o'clock P. M.

The transfer books of the company will be closed at the close of business on the 19th instant and re-opened on the 2d day of June next.
L. A. CATLIN,
4118 Secretary.

THE SMITHFIELD

Gold Mining Company,

INCORPORATED APRIL 3D, 1865.

Capital - - - \$400,000

IN SHARES OF \$4 EACH.

Property Located in Gilpin County,

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Principal Office No. 48 Broad Street.

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JOHN HUSTON, Esq., Chief Engineer Erie Railway.
M. LANE, Esq., Chief Engineer Nassau Water Works, Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York.

SALE

OF THE

Southwest Pacific Railroad, Heretofore called the South- west Branch of the Pa- cific Railroad.

OFFICE OF THE BOARD OF COMMISSIONERS FOR THE
SOUTHWEST PACIFIC RAILROAD,
St. Louis, Mo., March 2, 1866.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that, in pursuance of an act of the General Assembly of the State of Missouri, entitled "An act to provide for the sale of certain Railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads, of Missouri," approved February 19th, 1866, the undersigned have been duly appointed, confirmed, qualified and established a Board of Commissioners, under the terms and provisions of said act, with full authority to take possession of, manage and operate said Southwest Pacific Railroad, (heretofore called the Southwest Branch of the Pacific Railroad,) and to buy in and resell, or to sell and dispose of the same to others, with all and singular, the lands heretofore appropriated to the construction of said railroad and belonging to the Pacific Railroad, for the use and benefit of said Southwest Branch, at the time of its default, as provided by the act of said General Assembly, entitled "An act to accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved December 25th, 1852; also, with all and singular the rolling stock and other personal property, machine shops, depots, real estate, leasehold or other interest therein, and all the rights, privileges and franchises to said Southwest Pacific Railroad (heretofore known as said Southwest Branch of the Pacific Railroad) appertaining or in any wise belonging.

And the undersigned, Commissioners as aforesaid, in further pursuance of the terms said act, approved February 19th, 1866, do hereby invite written and sealed proposals for the purchase of said Southwest Pacific Railroad, (heretofore known as the Southwest Branch of the Pacific Railroad,) and all the other property, appurtenances, privileges and franchises aforesaid; in which proposals must be stated the price bid for the same, and that such proposal is based upon the following terms and conditions, viz:

First, The price or consideration bid, shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually; provided that all sums bid, may be paid at any time, in either cash or the bonds or other liabilities of the State, or bonds guaranteed by the State.

Second, The roads and all rolling stock belonging thereto, shall be kept in good serviceable condition, during the progress of the work, to completion of said roads.

Third, The said Southwest Pacific Railroad (formerly known as the Southwest Branch of the Pacific Railroad) shall be finished to a point opposite the town of Lebanon, in Laclede county, within three years; to the town of Springfield in Greene county, within four years, and to the western line of the State, in five years after the date of sale; and that if the bid be accepted, the bidder or bidders shall expend at least five hundred thousand dollars in each and every year between the date of sale and date fixed for the completion aforesaid in the work upon the graduation, masonry or superstructure of said extension. Provided, that the faithful annual expenditures required as aforesaid, shall entitle the Company to an extension of time of payment of principal of purchases money due, that year, until two years after maturity of last instalment; and provided, that an annual statement of expenditures on the road shall be made under oath by the Treasurer and two Directors thereof, and filed with the Secretary of State.

Proposals will be received until the 9th day of May, A. D., 1866.

They must be directed to P. Jos. Osterhaus, President of the Board of Commissioners of the Southwest Pacific Railroad, St. Louis, Mo., and endorsed "Proposals for purchase of Southwest Pacific Railroad."

Awards must be approved by the Governor before they will be binding upon the State.

The undersigned Commissioners, as aforesaid, reserve the right to reject any and all proposals not satisfactory.

Copies of the act, approved February 19th, 1866, under which this Board is acting, can be obtained upon application to the Commissioners.

As soon as practicable a catalogue of the rolling stock and personal property to be sold, will be issued, and can also be had upon application to the Commissioners.

P. JOS. OSTERHAUS,
ROBT. J. McWHARTY,
A. W. MAUPIN,
Board of Commissioners.

St. Louis, March 2d, 1866.

8111

"THE CORK CAR SPRING COMPANY OF PHILADA."

OFFERS TO RAILROAD COMPANIES AND CAR BUILDERS, THEIR

CORK SPRINGS, FOR FREIGHT AND PASSENGER CARS, TENDERS, &C.,

in the belief that they will be found to be the most **ELASTIC, LIGHTEST AND CHEAPEST SPRING** yet offered.

By their method of preparing and subjecting the Cork to a heavy Hydraulic pressure, it is greatly reduced in bulk from its original condition, and is not liable thereafter to lose its set.

After being thus prepared, they are soaked or boiled in oil or molasses and permanently reduced about two-thirds in bulk, when an action of 2 to 4 inches can be obtained for these springs, and they will be found to retain a greater elasticity under pressure, than any spring, excepting the Elliptic Steel Spring, which is much more expensive in its cost. They ask a trial under the belief that they will meet with the entire approval of Rail Road men needing an **EFFICIENT AND CHEAP** spring. They will be made to any external shape, but it is recommended whenever possible, to give an over all measurement of 7 to 9 inches in height and 8 to 10 inches in diameter.

PRICES AND DESCRIPTION.

No. 1, 10 in. Diameter, 9 in. overall, \$40 per sett of 4 Springs.	No. 5, 7½ in. Diameter, 6½ in. overall, \$30 per sett of 4 Springs.
2, 10 " " 6½ " " 35 " 4 "	6, 10 " " 8 " " 40 " 4 "
3, 8 " " 11 " " 36 " 4 "	7, 7½ " " 8 " " 35 " (4) "
4, 8 " " 9 " " 35 " 4 "	

PHILIP S. JUSTICE, President.

No. 14 N. Fifth Street, Philadelphia.

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FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

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Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

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MANUFACTURED BY

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Smooth, Soft, Tight, Durable and Clean.

SAVING FROM 100 TO 300 PER CENT.

A PERFECT LUBRICATOR!

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and Machinery of every Description.

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THE STEAMER WILL LEAVE PIER
No. 8, North River, daily (Sundays ex-
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The dividends are paid in the life-time of the assured,
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ANNUITIES are granted on favorable terms.

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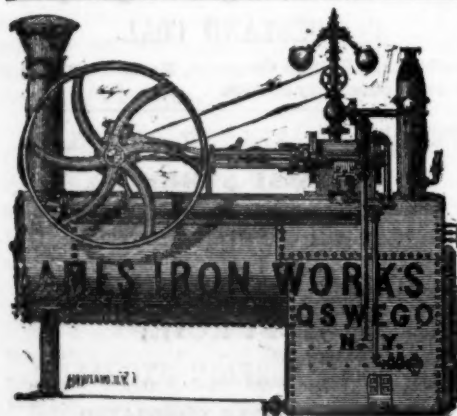
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Pay's Patent Trip Hammers, especially adapted to Rail-
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KINGMAN'S CEMENT WITH HEAVY CAN-
VASS, used by many roads as a substitute for Car
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And Carrying the U. S. Mail.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF
Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st
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and then on the preceding SATURDAY), for ASPINWALL,
connecting, via Panama Railroad, with one of the Com-
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MAY.

1st—ARIZONA, connecting with GOLDEN CITY.
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Departures of 1st and 21st connect at Panama with
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We are now prepared to receive and forward with
DESPATCH all kinds of goods to and from points on the
SOUTH PACIFIC and CENTRAL AMERICAN
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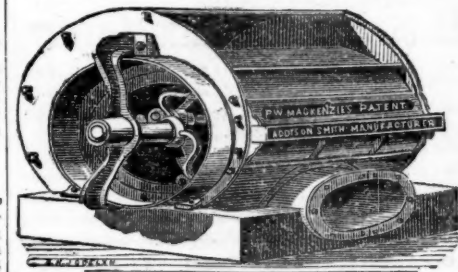
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Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
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H. P. BALDWIN, General Ticket-Agent,
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